The Hong Kong Daily Press.

No. 7993. 第七千九百九十八號 光緒癸未七月初五日 HONGKONG, TUESDAY, AUGUST 7TH, 1883. 二禮拜 英八月七號 [PRICE $2] PER MONTH

SHIPPING.

ARRIVALS.

August 5, ALBAY, British steamer, 366, F. D. Goddard, Taiwanfoo 2nd, Amoy 3rd, and Swatow 4th August, General.—DOUGLAS LAPRAIK & Co.

August 5, HWAI-YUEN, Chinese steamer, 984, Wilson, Shanghai 2nd August, General.—C. M. S. N. Co.

August 6, ANTON GUNTHER, German bark, 441, F. Steinbrugge, Touron 31st July, Coals.—MELCHERS & Co.

August 6, NAM-VIAN, French steamer, 435, Gatceau, Haiphong and Hoihow 4th August, General.—SHING LOONG.

August 6, CARL BITTER, German bark, 595, C. Mahe, Cardiff 1st March, Coals.—SIEMSSEN & Co.

August 6, JUMBO, Spanish steamer, Fryer, put back.

August 6, GLENORCHY, British steamer, 1,775, Gedye, London 24th June, and Singapore 1st August, General.—JARDINE, MATHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, AUGUST 6TH.

None.

DEPARTURES.

August 6, KASHGAR, British steamer, for Yokohama.

August 6, HWAI-YUEN, Chinese steamer, for Canton.

August 6, THALES, British steamer, for Kudat.

August 6, FERONIA, German steamer, for Singapore.

August 6, KONG BENG, British steamer, for Swatow.

August 6, FOOKSANG, British steamer, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Hwai-yuen*, str., from Shanghai.—100 Chinese.

Per *Anton Gunther*, bark, from Touron.—36 Chinese.

Per *Albay*, str., from Taiwanfoo, &c.—Mr. Hasslop, and 15 Chinese.

Per *Glenorchy*, str., from London.—Mr. Boggi. From Singapore.—The Loftus Troupe, and 75 Chinese.

DEPARTED.

Per *Deucalion*, str., for London.—Dr. and Mrs. Corte-Real and infant, and Lieut.-Com. A. W. Hill.

REPORTS.

The British steamer *Glenorchy* reports left London on the 24th ult., and Singapore on the 1st inst., and had fresh monsoon and fine weather throughout.

The Chinese steamer *Hwai-yuen* reports left Shanghai on the 2nd inst., and had light Southerly winds and heavy Easterly swell to Namki. To Turnabout fresh S.W. winds and heavy Easterly swell. To Lammocks fresh S.W. winds and smooth sea. Thence to port fresh S.W. winds and heavy Easterly swell. Experienced strong N.E. current from Tungying to port.

The British steamer *Albay* reports from Taiwanfoo to Amoy moderate Westerly winds and cloudy weather. From Amoy to Swatow moderate S.W. winds and fine weather. From Swatow to port fresh to moderate S.W. winds heavy swell with occasional heavy rain squalls. In Taiwanfoo str. *Seewo*. In Amoy H.M.S. *Espoir*, and str. *Woosung* left the same day. In Swatow strs. *Tientsin*, *Tamsui*, *Kwongsang*, *Mongkut*, *Atalanta*; and *Chaang Hock Kian* left the same day.

AMOY SHIPPING.

ARRIVALS.

July—

26, Esmeralda, British str., from Manila.
26, Hailoong, British str., from Tamsui.
27, Fokien, British str., from Hongkong.
27, Feilung, British str., from Hongkong.
27, Kwangtung, British str., from Foochow.
27, Wenchow, British str., from Shanghai.
27, Augusta, British 3-m. sch., from Chefoo.
28, Taiwan, British str., from Swatow.
28, Cyclops, British str., from Hongkong.
29, Foxhound, British g.-bt., from Hongkong.
29, Miramar, British str., from Hongkong.
29, Androkles, British bark, from Chefoo.
29, China, German str., from Tamsui.
29, Glenary, British 3-m. sch., from Chefoo.
29, Anna Bertha, German bark, from Chefoo.
30, Don Juan, Spanish str., from H'kong.
30, Albay, British str., from Hongkong.
31, Seewo, British str., from Swatow.

August—

1, Benalder, British str., from Foochow.
1, Wenchow, British str., from Swatow.
1, Hilda Maria, German bk., from Nchwang.

DEPARTURES.

July—

27, Esmeralda, British str., for Hongkong.
27, Kwangtung, British str., for Swatow.
27, Wenchow, British str., for Swatow.
27, Fokien, British str., for Tamsui.
28, Manhem, Swedish 3-m. sch., for Chefoo.
28, Siberien, German bark, for Chefoo.
28, Cyclops, British str., for Shanghai.
28, Taiwan, British str., for Shanghai.
28, Hailoong, British str., for Tamsui.
28, Feilung, British str., for Hongkong.
29, Foxhound, British g.-bt., for Shanghai.
30, Ino, German bark, for Newchwang.
30, Albay, British str., for Taiwanfoo.
31, Don Juan, Spanish str., for Hongkong.
31, Peter, German 3-m. sch., for Taiwanfoo.
31, Seewo, British str., for Shanghai.
31, Kate, British 3-m. sch., for Swatow.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice).

Magellanes (s.)	Manila	June 17
Osaka	Yokohama	June 21
Laertes (s.)	Shanghai	June 25
Antenor (s.)	Hongkong	June 26
Patroclus (s.)	Shanghai	June 27
Glenogle (s.)	Hankow	June 27

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Frederick	Cardiff	Feb. 29
Maria	Cardiff	Mar. 8
Wilhelm	Antwerp	Mar. 25
Killena	Hamburg	April 8
Hansa	Hamburg	April 14
Brambletye	Penarth	April 19
Robt. Dixon	Penarth	April 23
Arabes	Sunderland	April 25
Charles Bal	London	May 5
Silver Eagle	London	May 8
Gustav & Oscar	Penarth	June 1
Malbrek	Cardiff	June 7
Elizabeth	Liverpool via Cardiff	June 9
Merionethshire (s.)	Hamburg via L'don	June 9
Sachem	Cardiff	June 12
Jupiter	London via Cardiff	June 13
Comet	Penarth	June 23
Diomed (s.)	London	June 23
Tancer (s.)	Liverpool	June 28

AFONG, PHOTOGRAPHER, Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS than any other in the Empire, the Copies of which are only to be purchased from this Studio or Messrs. KELLY & WALSH'S Store.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

The new PROMENADE PORTRAITS are now taken daily.

STUDIO, QUEEN'S ROAD, Nearly opposite the Hongkong Hotel. [60

INTIMATIONS.

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

Incorporated with Limited Liability under the Companies Acts 1862 to 1880, whereby the liability of Shareholders is limited to the amount of their Shares.

ABRIDGED PROSPECTUS.

SUBSCRIBED CAPITAL.—£1,000,000 Sterling. Equivalent, at Exchange Five Shillings per Tael, or Taels 4,000,000 Shanghai Currency. In 5,000 Shares of £200, or Taels 800 each.

PAID-UP CAPITAL.—£250,000 Sterling, or Taels 1,000,000. Equal to £50 or Taels 200 per Share.

HEAD OFFICE OF THE COMPANY, SHANGHAI.

DIRECTORS OF THE COMPANY:

F. H. BELL, Esq. (Messrs. Adamson, Bell & Co.)
DAVID BRAND, Esq. (Messrs. Brand, Bros. & Co.)
J. A. HAWES, Esq. (Messrs. Evans, Pugh & Co.)
H. R. HEARN, Esq. (Messrs. Alfred Dent & Co.)
E. H. LAVERS, Esq. (Messrs. Lavers & Co.)
A. C. WESTALL, Esq. (Messrs. Carter & Co.)
A. G. WOOD, Esq. (Messrs. Gibb, Livingston & Co.)
Secretary.—J. KENNARD DAVIS, Esq.

BRANCHES:

LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.

AGENCIES:

At all the principal Eastern and Australian Ports.

BANKERS:

THE HONGKONG & SHANGHAI BANKING CORPORATION.

THE Company is formed for the purpose of purchasing or otherwise acquiring and undertaking the assets, property, and business of the Company or Co-partnership at present known as the "NORTH-CHINA INSURANCE COMPANY," and having its Head Office at Shanghai, China.

The annual net profits of the Company will be divided as follows:—

1.—In payment of Interest on the Paid-up Capital at the rate of 10 per cent per annum, to be a first charge on the profits until such time as the Reserve Fund has reached £52,500 (or Taels 250,000), after which the interest to be increased to 12 per cent.

2.—In payment of a Bonus to Shareholders in proportion to the net Premiums contributed by them respectively during each year.

3.—In the establishment and maintenance of a permanent Reserve Fund of £125,000 (or Taels 500,000,) to be formed by yearly appropriations as may be determined by the shareholders, after providing for the payment of interest as above, and a return to contributing shareholders of not less than 20 per cent on their net premiums.

The Reserve Fund will be invested separately from the general funds of the Company, and the interest accruing thereon will be distributed from time to time amongst the shareholders in proportion to the amount of Capital paid up on the Shares held by them.

A Revision of the Share List will take place at or towards the end of every three years, and for this purpose power will be given to the Directors by the Articles of Association to cancel, withdraw, or call in at those periods all or any of the shares held by shareholders who have not contributed Premiums, or whose contributions during the preceding three years shall in the opinion of the Directors have been insufficient, or whose holdings it may for other reasons be deemed advisable to terminate or reduce.

Shareholders retiring from the Company in pursuance of the above regulation will receive at least three months' notice of the intention of the Directors to cancel, withdraw, or call in all or any of their shares, and unless in the meantime they shall have sold the said share or shares to some person approved by the Directors and accepted as the transferee, they shall on the expiry of such notice, surrender their scrip certificates for cancellation, and will thereupon become entitled (so far as the financial position of the Company will admit) to a return of the capital paid up on the said share or shares, and to a proportionate share for the current year in the Reserve Fund, profits, dividends, and other benefits of and in the Company (if any) when the same shall become payable.

The "NORTH-CHINA INSURANCE COMPANY" will be wound up as from 31st December, 1883, and the "NORTH-CHINA INSURANCE COMPANY, LIMITED," will commence on 1st January, 1884. There will thus be no cessation of operations whatever, and the business will be taken over as that of a going concern.

A preferential allotment of shares in the Company will be offered to Shareholders in the "NORTH-CHINA INSURANCE COMPANY" registered as such on 31st December, 1883, in the proportion of five shares for each one held by them. Any shares not so allotted, together with such shares as are equivalent in the proportion of five to one to the Shares in the NORTH-CHINA INSURANCE COMPANY about to be called in on the Revision of the Shares List of that Company, which takes place this year in accordance with the Deed of Settlement thereof, will be available for allotment by the Directors of the "NORTH-CHINA INSURANCE COMPANY, LIMITED."

Applications for shares from firms or individuals desirous of obtaining an interest in the Company *whether shareholders in the "NORTH-CHINA INSURANCE COMPANY" or not*, should be in the form subjoined, and addressed to the Head Office direct or through the Branches and Agencies of the "NORTH-CHINA INSURANCE COMPANY," and will be received in Shanghai and London until 30th September, 1883.

Prospectuses and forms of application for Shares may be obtained at the Head Office, and at the Branches and Agencies of the Company.

Copies of the Agreement entered into between the "NORTH-CHINA INSURANCE COMPANY," and the "NORTH-CHINA INSURANCE COMPANY, LIMITED," also the Memorandum of Association and the Articles of Association, will be open for inspection at the Head Office of the Company.

Shanghai, 25th May, 1883.

FORM OF APPLICATION FOR SHARES.

To the Directors of the NORTH-CHINA INSURANCE COMPANY, LIMITED.

Gentlemen,

.........hereby request that you will allot to.........shares in the above named Company, and.........hereby agree to accept the same or any smaller number that may be allotted to.........upon the terms of the Company's Prospectus, dated the 25th day of May, 1883, and subject to the Articles of Association of the Company, and to pay the first call of £50 or Taels 200 per share, and the balance of £150 or Taels 600 thereon, when required to do so, and.........authorize you to register.........as the holder.........of the said shares.

Name in full.........
Address in full.........
Description.........
Date.........
Signature......... [1048

JOSEPH GILLOTT'S STEEL PENS. GOLD MEDAL, PARIS, 1878. Sold by all Stationers and Dealers. [929

PORTLAND CEMENT, J. B. WHITE & BRO'S. SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & Co. Hongkong, 11th April, 1883. [1155

INTIMATIONS.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

CAPITAL......... $1,000,000.

Divided into 20,000 fully paid up Shares of $50 each, of which $10 shall be paid on application and $40 on allotment.

GENERAL MANAGERS:

Messrs. DOUGLAS LAPRAIK & Co., HONGKONG.

COMMITTEE:

JOHN S. LAPRAIK, Esq., (Chairman) (Messrs Douglas Lapraik & Co.)
HON. PHINEAS RYRIE, (Messrs. Turner & Co.)
FREDERICK D. SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.).
B. LAYTON, Esq., (Messrs. Gibb, Livingston & Co.)
W. S. YOUNG, Esq., (Messrs. Gilman & Co.)

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS AND PUBLIC NOTARIES:

Messrs. BRERETON, WOTTON, & DEACON, 35, Queen's Road, Victoria, Hongkong.

PROSPECTUS.

THE Company has been formed for the purpose of acquiring and taking over from the present Proprietors the line of Steamers, the Wharf at Hongkong, and other property, necessary for the said business, which has been hitherto successfully managed by Messrs. DOUGLAS LAPRAIK & Co. and which was established by the late Mr. DOUGLAS LAPRAIK in the year 1860.

The present Proprietors who are principally Merchants resident in England and China, and who are desirous of retaining a considerable interest in the Company when formed, deem it advisable, with the object of further increasing the present remunerative business, to form a Limited Liability Company under the provisions of the Companies Ordinance in Hongkong provided in that behalf, and thus meet the requirements of a rapidly developing traffic in the China seas and elsewhere. From past working there is every reason to believe that Shareholders will receive a fair return on the investment of their capital.

THE FLEET OF THE COMPANY ARE:—

The steamship	*Albay*	541	Tons.
„	*Hailoong*	446	„
„	*Namoa*	1,375	„
„	*Fokien*	815	„
„	*Thales*	1,199	„
„	*Douglas*	1,566	„
„	*Kwangtung*	1,056	„

The Vessels are all first class, built expressly for the trade, fitted with the best machinery, and are well found in every respect. The business is a going one, and as the trade is capable of great development, the Promoters hope by placing shares with those who can assure business to the Company, to be able to work the line to the satisfaction of those interested.

The seven Steamers will be taken over at a valuation of $852,500. This amount has been agreed upon with the Vendors, and will include the goodwill of the Douglas Line.

The present Proprietors are prepared to take at least 10,000 fully paid up shares and the remainder will be offered to the public.

The following is the only agreement that has been entered into on behalf of the Company, —

AN AGREEMENT dated the 24th day of July, 1883, and made between JOHN STEWARD LAPRAIK, EDWARD PETTIT, GEORGE HARPER, JOHN EWART, ROBERT ELLIS BAKER, EDWARD FORD DUNCANSON, GEORGE GIBB, JOSEPH WINGYETT HUNT, WILLIAM MANGER, ELDRED HALTON and Messrs. DOUGLAS LAPRAIK AND COMPANY of the one part and FREDERICK GARDEN (a Trustee for the intended Company) of the other part.

Copies of the above Agreement, and of the Memorandum and Articles of Association, can be inspected by intending subscribers at the Offices of Messrs. Douglas Lapraik & Co. at Hongkong, and at the Office of Messrs. Brereton, Wotton, & Deacon, 35, Queen's Road, Hongkong.

If no allotment is made the deposit will be returned, and if a smaller number of shares be allotted than applied for, the surplus of the deposit will be applicable to the payment of the amount due on allotment. If any instalment is not duly paid, the allotment will be liable to cancellation, and the payments previously made to forfeiture.

This Prospectus is printed in English and Chinese and in case any variance exists between the two prints or any difference shall arise as to the construction thereof or otherwise with reference thereto the English print thereof shall prevail.

Application for shares must be made in the Form accompanying this Prospectus, and forms may be had at the Head Office of the Hongkong and Shanghai Banking Corporation at Hongkong, and also at any of its Branches in China and elsewhere.

Closing dates 20th August 1883 for places other than Hongkong, and 31st August 1883 for Hongkong.

FORM OF APPLICATION.

.........1883.

To the General Managers of THE DOUGLAS STEAMSHIP COMPANY, LIMITED, HONGKONG.

Gentlemen,

Having paid to your credit at the Hongkong and Shanghai Banking Corporation the sum of $.........being a deposit of $10 per share upon.........shares of the above Company,.........request you to allot to.........that number of shares in the above Company upon the terms of the Company's Prospectus, dated the.........1883,.........hereby agree to accept the same or any less number that may be allotted to.........and to pay the balance due thereon according to the terms of the Prospectus and.........hereby authorize.........name to be entered on the register of members of the Company for the share or shares so allotted and.........hereby agree to subscribe to the Articles of Association when required so to do.

Name in full.........
Address.........
Designation.........
Signature.........

Hongkong, 24th July, 1883. [1405

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHOPKEEPERS AND OTHERS.

THE DIRECTORS are prepared to let for a term not exceeding Five Years (after completion) SIX HANDSOME SHOPS on the Basement of the Hotel Building.

For further particulars, apply to LOUIS HAUSCHILD, Secretary.

Hongkong, 3rd April, 1883. [660

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1882 has THIS DAY been declared.

WARRANTS may be had on application at the Office of the Society on and after the 21st inst.

By Order of the Board, DOUGLAS JONES, Acting Secretary.

Hongkong, 7th May, 1883. [1006

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL. Sole Agents for Hongkong and China, ARNHOLD, KARBERG & Co. Hongkong, 19th November, 1881. [973

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEES, to Sell by Public Auction, on

MONDAY,

the 13th August, 1883, at 3 P.M., on the Premises,

THE VALUABLE LEASEHOLD PROPERTY,

Situate at Victoria, in the Colony of Hongkong, and known as

"GILMAN BAZAAR."

Being MARINE LOT No. 55, and the additions and extensions thereto having erected thereon 66 HOUSES known as Nos. 121, 123, 125, 127, and 129, in Queen's Road, Nos. 1 to 38 both inclusive in Gilman Bazaar, Nos. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36 and 38, in Gilman Street, and Nos. 53A, 53B, 53C, and 53D, Praya, held under a Crown Lease dated the 10th February, 1844, and the extension thereof dated the 19th March, 1856, for the term of 75 years and the further term of 924 years at the Crown Rent of $639.44.

For Further Particulars and Conditions of Sale, apply to SHARP, TOLLER, & JOHNSON, Solicitors for the Mortgagees, or to J. M. ARMSTRONG, Auctioneer.

Hongkong, 21st July, 1883. [1385

PUBLIC AUCTION.

VALUABLE PROPERTY IN BONHAM STRAND.

TO BE SOLD by Public Auction, by Mr. J. M. GUEDES, on

THURSDAY,

the 16th day of August, 1883, at 3 P.M., on the Premises,

By Order of the MORTGAGEES.

1st Lot.—All that Piece or Parcel of GROUND Registered in the Land Office as Section A of Remaining Portion of MARINE LOT No. 83, measuring on the North and South 29 feet, on the East 48 feet, and on the West side 43 feet, and Portion No. 1 of Sub-section of Section E of Marine Lot 83, measuring North and South 29 feet and East and West 52 feet. Held for 999 years from 18th November, 1854. Together with the well Built and Substantial HOUSES known as Nos. 50 and 52, Bonham Strand West.

2nd Lot.—All that Piece or Parcel of GROUND Registered in the Land Office as Section C of MARINE LOT 175, measuring on the North on Bonham Strand 14½ feet, on the South 15 feet, on the East 111½ feet, on the West 110½ feet. Held for 999 years from 27th October, 1866.

For Further Particulars and Conditions of Sale, apply to SHARP, TOLLER, & JOHNSON, Solicitors for the Mortgagees, or to J. M. GUEDES, Auctioneer.

Hongkong, 3rd August, 1883. [1465

PUBLIC AUCTION.

VALUABLE PROPERTY IN VICTORIA.

TO BE SOLD by Public Auction, on

FRIDAY,

the 17th day of August, 1883, at 3 P.M., on the Premises,

By Order of the MORTGAGEE.

THREE VALUABLE HOUSES Nos. 27, 29, and 31, Aberdeen Street, erected and being upon Ground Registered in the Land Office as Section C of INLAND LOT No. 60 measuring on the North and South 40 feet, East and West 45 feet and 40 feet, containing in the whole 1,695 square feet more or less. Yearly Crown Rent $14.76.

And,

SIXTEEN VALUABLE HOUSES Nos. 1 to 16, in Mee Lee Lane, Victoria, erected on Ground Registered in the Land Office as Section A of Inland Lot No. 60, measuring on the North-East 44 feet and 52½ feet, South-West 42 feet, South-East 130 feet 10 inches, North West 98 feet 3 inches, containing in the whole 7,626 square feet more or less. Yearly Crown Rent $66.39. Held for 999 years from 26th day of January, 1843.

The above Houses will be Sold in Lots to suit purchasers.

For Further Particulars and Conditions of Sale, apply to SHARP, TOLLER, & JOHNSON, Solicitors for the Mortgagee, or to J. M. GUEDES, Auctioneer.

Hongkong, 3rd August, 1883. [1466

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. BUN HIN CHAN to Sell by Public Auction, on

MONDAY,

the 27th August, 1883, at Noon, at his Sales Rooms, Queen's Road,

The WRECK of the late S. S. "CARISBROOKE," as she now lies off the Cosmopolitan Docks.

TERMS OF SALE.—Cash on the fall of the hammer and the Vessel to be at the purchaser's risk on the fall of the hammer.

For Further Particulars apply to J. M. ARMSTRONG, Auctioneer.

Hongkong, 3rd August, 1883. [1464

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive Tenders from suitable persons for a term of FIVE YEARS for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift,) will comprise after the proposed alterations and additions have been completed, viz:—

THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies Room, for the use of visitors and others.

Manager's and General Offices, Kitchens, Store Rooms, &c. &c. &c.

FIRST FLOOR.

A Public Dining Room capable of dining upwards of 170 persons at the same time.

ONE large Breakfast Room.

FIVE elegant and beautifully fitted up suite of Rooms, consisting of a Private Dining Room, Drawing Room, Card Room, Reading Room, and Billiard Room.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS.

Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the climate.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered.

Tenders to state sum per annum, and to include taxes. No Tender under $3,500 per mensem will be entertained by the Directors.

Hongkong, 2nd April, 1883. [650

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS, RENTS COLLECTED. BROWN, JONES & CO. UNDERTAKERS, MOURNING STATIONERY, &c., MONUMENTS ERECTED. 6, QUEEN'S ROAD EAST. [24

BANKS.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL......... £1,500,000.
RESERVE LIABILITY UNDER CHARTER......... £1,500,000.

LONDON BANKERS:

BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:

At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON, Manager.

Hongkong, 1st June, 1882. [9

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND.........2,500,000 of Dollars.

COURT OF DIRECTORS:—

Chairman—WM. REINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.

H. L. Dalrymple, Esq.	A. McIver, Esq.
A. Gultzow, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. H. Forbes, Esq.

CHIEF MANAGER.

Hongkong—THOMAS JACKSON, Esq.

MANAGER.

Shanghai—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East,

Hongkong, 7th May, 1883. [8

NOTICES OF FIRMS.

NOTICE.

MR. ADOLPH REIS has been Appointed Liquidator of our Firm.

DIRCKS & Co., In Liquidation.

Swatow, 1st August, 1883. [1472

NOTICE.

I HAVE this day started as a SHARE and GENERAL BROKER.

FRED. ESSEX.

Hongkong, 1st August, 1883. [1451

NOTICE.

I THE UNDERSIGNED have this day taken Mr. RAPHAEL AARON GUBBAY into Co-partnership with me in my business. The Business will henceforth be carried on under the style or firm of COHEN & GUBBAY.

A. S. COHEN.

Hongkong, 1st August, 1883. [1448

NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our business at this port, and all communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this port for our line of Steamers.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [1449

NOTICE.

WE have this day transferred to Mr. A. W. BAIN our Agencies at Takow and Taiwanfoo, which will henceforth be conducted by him, on his own account.

J. C. ELLES & Co.

Amoy, 1st July, 1883. [1290

NOTICE.

WITH reference to the above, I have this day established myself at Takow and Taiwanfoo under the style of BAIN & Co.

A. W. BAIN.

Taiwanfoo, Formosa, 1st July, 1883. [1291

NOTICE.

I HAVE established myself at this Port and in Formosa under the style of J. C. ELLES & Co.

Mr. FRANCIS CASS is authorised to sign the Firm.

JAMES C. ELLES.

Amoy, 1st May, 1883. [961

KELLY AND WALSH'S LIST OF NEW TAUCHNITZ BOOKS.

Ouida—Wanda.
Braddon—The Golden Calf.
James Payn—Kit, a Memory.
Anthony Trollope—Why Frau Frohmann raised her Prices.
W. D. Howell's—Venetian Life.
Mark Twain—Life on the Mississippi.
Wilkie Collins—Heart and Science.
Geo. MacDonald—The Princess and Curdie.
F. M. Crawford—Mr. Isaacs.
Lady Bloomfield—Reminiscences of Court and Diplomatic Life.
Thos. Hardy—Two on a Tower.
Besant and Rice—The Golden Butterfly.
W. Clark Russell—The "Lady Maud."
Miss Yonge—Stray Pearls.
Grenville Murray—People I have met.
Florence Marryatt—Facing the Footlights.
J. A. Symonds—Sketches in Italy.
Portia, or by Passions Rocked.
Blackmore—Alice Lorraine.
Emma Marshall—Dayspring.
J. H. Shorthouse—John Inglesant.
Mrs. Forrester—I have lived and loved.
Mrs. Edwards—A Ball Room Repentance.
Bret Harte—Flip.
Ouida—In Maremma.
Ouida—Bimbi.
Mark Twain—The Prince and the Pauper.

[26] KELLY & WALSH—HONGKONG.

W. BREWER has just received WHATMAN'S TINTED PAINTS for Painting.

CHRISTMAS CARDS, &c.

OUTLINE MENU CARDS, for hand Painting.

VERY ELEGANT PLUSH PHOTO SCREENS.

CARD CASES, LETTER CASES, POCKET BOOKS, PURSES, &c., in Russia Leather.

PHOTOGRAPH ALBUMS, in great variety.

BOOKS OF HONGKONG PHOTOGRAPHS, the new Series $7.00, $11.00, $18.00.

Private Residences taken on reasonable terms.

[27] W. BREWER, Queen's Road.

CHOICE PORCELAIN AND BRONZE CURIOSITIES. ANCIENT AND MODERN PIANOS, FURNITURE, PICTURES. FOR SALE OR HIRE. CASNUMBHOY, Opposite City Hall. [550

NOTICES TO CONSIGNEES.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

S.S. "GOLCONDE," MARTINO, COMMANDER.

CONSIGNEES of Cargo by the above named vessel from Marseilles and intermediate Ports, and in connection with the "TAYGETE" from London, and others connecting steamers, are hereby informed that their Goods are being landed at their risk into Godown B of the Undersigned, Marine Lot No. 12, whence or from the wharves or boats delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 13th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 6th August, 1883. [1393

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 12th instant, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that any Claims must be made immediately, as none will be entertained after the 14th instant.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 6th August, 1883. [1483

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "LENNOX," having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th August, 1883. [1476

NOTICE TO CONSIGNEES.

STEAMSHIP "TAKACHIHO-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 2nd August, 1883, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP, Agent, Mitsu Bishi Mail Steamship Co.

Hongkong, 2nd August, 1883.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "JASON," are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd August, 1883.

Goods undelivered after the 8th August, 1883, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd August, 1883. [1416

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship "BENGLOE," Webster, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wanchai whence or from the Wharves or Boats delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 8th August, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th July, 1883. [1428

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are notified that on presentation of their Share Certificates at the Head Office of this Company New Scrip will be issued in exchange, in accordance with the recent Resolution sub-dividing each old share into four new ones.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd May, 1883. [880

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 6%, or $1.50 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders held this day will be payable at the Hongkong and Shanghai Banking Corporation on and after TO-MORROW, TUESDAY, the 31st inst. Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, 30th July, 1883. [1435

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 25th August Current, at THREE O'CLOCK P.M. for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1883.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1883. [1447

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from the 11th to the 25th August, Current, (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1883. [1446

THE HALL & HOLTZ CO-OPERATIVE COMPANY.

THE Requisite Number of Shares in the above Company having been applied for the Company will commence operations on the first day of September next.

Shanghai, 27th July, 1883. [1461

INTIMATIONS.

THEATRE ROYAL, CITY HALL.

THE LOFTUS TROUPE

THE LOFTUS TROUPE

THIS CELEBRATED COMPANY OF OPERATIC AND DRAMATIC ARTISTS, being on their way to JAPAN will make their re-appearance after an absence of three years at the above Hall for

THIS NIGHT ONLY,

when they will have the honour of producing GILBERT AND SULLIVAN'S New Æsthetic Comic Opera of

PATIENCE, OR BUNTHORNE'S BRIDE

as performed by them in the Chief Cities of India, Africa, and Australia, for over One Hundred Nights (100).

CAST.

Reginald Bunthorne—A fleshly poet		Mr. C. J. Barber.
Archibald Grosvenor—An Idylic poet		Mr. Jeff. D'Angelis.
Mr. Bunthorne's Solicitor		Mr. L. Hartley.
Colonel Calverly	Officers of Dragoon Guards.	Mr. James Maas.
Major Murgatroyd		Mr. F. M. Page.
Lieut. The Duke of Dunstable		Mr. F. W. Oakland.

Chorus of Officers of Dragoon Guards.

The Lady Angela	Rapturous Maidens	Miss Minnie Esmond.
The Lady Saphir		Miss Dolly Loftus.
Miss Florence Conliffe		The Lady Ella.

The Lady Jane ... Miss Minnie Nordt.
Patience (a Dairy Maid) ... Miss Victoria Loftus.

Chorus of Rapturous Maidens.

ACT FIRST.—Exterior of Castle Bunthorne.

ACT SECOND.—A Glade.

The Æsthetic Dresses designed by the Author.

ORCHESTRAL ARRANGEMENTS BY PRO. W. BLAKENEY.

GOD SAVE THE QUEEN.

Box Plan at Messrs. KELLY & WALSH'S where Seats may be reserved without extra charges.

PRICES OF ADMISSION.

Dress Circle and Stalls......... $2.00.
Pit (Unreserved)......... $1.00.

Ushers in attendance at 8.30. Curtain to rise at 9 o'clock sharp.

Soldiers in uniform half price.

DAVIS & D'ANGELIS, Directors. BARTLEY O'BRIEN, Agent.

Hongkong, 7th August, 1883. [1452

FOR SHANGHAI.

THE Steamship "PEKING," Captain Hesermann, will be despatched for the above Port TO-DAY, the 7th instant, at FOUR P.M.

For Freight or Passage, apply to SIEMSSEN & Co.

Hongkong, 6th August, 1883. [1484

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAIWANFOO.

THE Company's Steamship "ALBAY," Captain Goddard, will be despatched for the above Ports TO-MORROW, the 8th instant, at FOUR P.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 6th August, 1883. [1485

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR AMOY.

THE Company's Steamship "DIAMANTE," Captain Cullen, will be despatched for the above Port TO-MORROW, the 8th instant, at DAYLIGHT.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 6th August, 1883. [1486

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship "JORGE JUAN," Captain Thebaud, will be despatched for the above Port on THURSDAY, the 9th instant, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 6th August, 1883. [1487

UNION LINE.

FOR YOKOHAMA.

THE Steamship "GALLEY OF LORNE," Captain Pomroy, due on or about the 12th inst., will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 7th August, 1883. [1488

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

AN ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Office of the General Agents, No. 7, Queen's Road Central, on FRIDAY, the 17th August, at THREE O'CLOCK P.M., for the purpose of receiving the Report of the General Agents together with a Statement of Accounts to the 30th June, 1883.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 17th August, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 30th July, 1883. [1437

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on MONDAY, the 20th instant, at THREE O'CLOCK P.M., for the purpose of receiving the Report of the Directors and a Statement of Accounts to 30th June, 1883.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to the 20th instant, both days inclusive.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, 3rd August, 1883. [1462

LUMINOUS PAINT
FOR
LIFE BUOYS,
MOORING BUOYS,
BEACONS,
PIER HEADS,
CLOCK DIALS,
LANTERNS FOR MAGAZINES.
&c., &c., &c.

LANE, CRAWFORD & Co., have been Appointed Agents for the Sale of the "PATENT LUMINOUS PAINT" in Hongkong, South China, and Formosa.

They have now a large supply of the most requisite Colours, and have prepared a dark room, in which the illuminating power of this Paint is shown.

Inspection is invited.

LANE, CRAWFORD & Co.
Hongkong, 24th July, 1883. [832

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS;
SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

The Daily Press.

HONGKONG, AUGUST 7TH, 1883.

THE case of the Shanghai detective SI-YUNG brings out in strong light the anomalies of the system under which the foreign settlement there is governed. SI-YUNG stands charged with having caused the death of another Chinaman. On that charge he was brought before the Mixed Court presided over by the magistrate CHEN, Mr. SCOTT, of the British Consulate, sitting as Assessor. Without any investigation of the charge the accused was, with the assent of the Assessor, sent into the native city to be dealt with by the authorities there, and pending his trial he seems to have been dealt with rather severely. What Mr. SCOTT's idea was in thus giving the man up we are unable to say, but it was immediately seen that a huge mistake had been made. Had it been allowed to pass, a most dangerous precedent would have been established; it would, in fact, have been a surrender of the claim of the Municipality to have all criminal cases occurring in the settlement investigated in the settlement. Means were therefore at once taken to rectify the mistake. The Municipal Council and the Consular Body held meetings, and finally the return of the accused to the settlement for trial was demanded, and, after considerable opposition on the part of the Chinese authorities, the demand was complied with. Similar difficulties as to jurisdiction have arisen before and are likely to become more frequent until the question is definitely and explicitly decided. To arrive at a decision that would be satisfactory to all parties would be rather difficult. Foreigners enjoy by treaty the right of exterritoriality and have had certain lands assigned to them at various ports for settlements. The original intention was that these settlements should be reserved solely for foreigners, as the Shamien concession at Canton is. Where this is done, the only persons as to whom there can be any disputed jurisdiction are the native servants of foreigners, and practically the difficulty is non-existent. At Shanghai concessions were granted to the English, American, and French nations. The French concession has always remained French, but the English and Americans, thinking it would further commercial interests, have practically fused their settlements and made them into one cosmopolitan settlement in the government of which the Consuls of all the nations having treaties with China are equally interested. When, therefore, any question of a diplomatic nature relating to the settlement arises the Consuls have to take joint action. Following out the idea of the commercial progress of the settlement, Chinese have been allowed not only to reside but to acquire property there, and the Chinese population is now a very numerous one. In the French concession also Chinese have been allowed to reside and acquire property, and Europeans and Americans may reside there under the same conditions as in a French city, but although foreigners other than Frenchmen may sit on the Municipal Council, the government of the place remains French, and in the case of any difference with the Chinese authorities the French Consul acts alone. Both in the English and French concessions mixed courts have been established for the trial of cases against natives arising within the concessions, and here again the difference between the two is observable, for in the latter an officer from the French Consulate is always associated as assessor with the native magistrate, while in the former the assessor may be from any of the Consulates. It is clear that in the one case much greater consistency of conduct on the part of the assessor may reasonably be expected than in the other. The case under notice furnishes an instance of the inconsistency which characterises the conduct of the assessors in the English Settlement, for whereas Mr. SCOTT, the English Assessor, yielded a ready compliance to the suggestion that the accused be handed over to the authorities of the Chinese city, Mr. HAAS, the Austrian Assessor, and Mr. CHESHIRE, the American Assessor, who at different times sat in court after the man had been returned to the settlement, adopted quite an opposite line. The settlement of Shanghai has certainly got on very well so far, spite of the anomalous system under which it is governed, but with such a lack of homogeneity difficulties must be expected to arise. The foreigners are under different jurisdictions according to their nationality, the Chinese Authorities claim jurisdiction over the natives, the Municipal Council makes rules and regulations for the preservation of order and control of the streets, and the Consular Body possesses judicial and diplomatic powers. One solution of the difficulty would be to make the settlement a free city, governing itself independently and exercising jurisdiction over all persons within its territorial limits. It is hard to say what may happen in the future, but certainly at the present time China would not entertain such an idea for a moment, nor, probably would the various treaty powers concerned, while the residents, in view of the hostile attitude of the Chinese Government to foreigners, would not wish to be deprived of the protection they now receive from the fleets of the nations to which they belong. Another and the readiest solution of the difficulty as regards dealing with the Chinese criminals of the settlement would be to appoint to the Mixed Court a magistrate of jurisdiction large enough to enable him to deal with all criminal charges. In the case of SI-YUNG, the magistrate CHEN said he had not power to deal with such a serious charge as that of murder. An officer of the peace in the employ of the Municipal Council was therefore sent into the city for trial on a charge which had more or less direct connection with his police duties. The Municipal and Consular Authorities acted promptly in the endeavour to rectify the mistake, in which they were successful, but it was unfortunate that such a mistake should ever have been committed. Under present circumstances the punishment of crime amongst the native residents in the settlement must necessarily be left to the Chinese Authorities, but the Council is justified in demanding that all charges, more especially any against its own servants or the servants of foreigners, shall be in the first instance investigated, if not decided, in the settlement, and with the assistance of a foreign assessor.

The Spanish steamer *Batangas* leaves the Kowloon dock to-day.

Telegrams for Bangkok can go forward by mails closing at Singapore at 4 p.m. to-day and 1 p.m. on the 11th inst.

The Chinese gunboats (10 in number) which form the Pei Yang Squadron, left Chefoo on the 26th July for Wei-hai-wei.

His Serene Highness the Duke of Mecklenburg returned to Shanghai from the north by the *Pautah* on the 29th July and left again for Japan, by the *Takasago Maru*, on the 1st inst.

The water of the Yangtsze at Ichang in one week fell 25 feet. It is now falling at Hankow and Kiukiang. A great amount of sickness prevails at the riverine ports.—*Shanghai Courier.*

On Sunday evening Mr. W. H. Gilder, special correspondent of the *New York Herald*, arrived here in the French steamer *Golconde* from Saigon, on his way from that port to Tonquin. There are now representatives in the Far East of the *Times, Standard, Daily News, New York Herald, Temps*, and *Evenement*.

Chang Yang Hsing, a district near Ichang, has lately been inundated, and the district magistrate Kung had a narrow escape from being drowned. The water is diminishing at present. However, several hundred lives have been lost. Many people in the place are homeless, and have nothing to eat but leaves and barks of trees.—*Shanghai Mercury.*

The preliminary examination of Si Yung, the Shanghai Detective, has been concluded at the Mixed Court. The Magistrate Chen decided that the case must be committed for trial, whereupon the Chinese authorities asked that the prisoner should be given up to them. Mr. Cheshire, who was sitting as assessor, declined to accede to this, pending a reference to the Senior Consul, and the *Daily News* learns that the case is to be proceeded with at the Mixed Court and not in the city.

According to the Java papers, an important description of timber exists in the interior of Java, which will be invaluable in marine constructions, especially as piles for wharves, piers, and bridges, and in ship-building. A Mr. Susman, of Salatiga, Java, sent a specimen of this timber to the Marseilles Agricultural Exhibition, where it attracted much attention. It is said that when submerged in sea water, the wood very soon becomes covered with a greyish substance as hard and heavy as limestone or flint, from which sparks can be struck with the back of a knife. This should render it impervious to the attacks of the *Teredo navalis*, the destroyer of the woodwork of wharves, piers, bridges, &c., and the exposed parts of wooden ships; and if it prove to possess this property, and can be procured in sufficient quantity, it will be of immense advantage.—*Straits Times.*

A telegram from Peking in the *Shên Pao* announces that T'sang Chiung, Fan-t'ai of Yünnan, has been appointed Fu-t'ai of the same province by Imperial Decree, *vice* Tu Jui-lien, degraded three degrees. The Viceroy Liu Chang-yu, who was at his post during the celebrated defalcations, but is now absent on leave, has also been degraded three degrees, and his substitute T'ên Yü-ying condemned to the same punishment; with this difference, however, that Ts'ên is left in possession of the post, and retains the privilege of regaining his lost degrees by purchase, which Liu and Tu are not allowed to do. The plain English of this is that Ts'ên is to be punished for a crime committed when he was a thousand miles away, and in deep mourning, and that this punishment is mitigated by permission to condone his "fault" by bribery. At least, we fail to see by what other word to describe the payment of money under such circumstances. A given act is either a crime or it is not; if it is, it deserves to be punished, and the evasion of punishment by purchase amounts to a bribe, call it by what name one may.—*N. C. Daily News.*

The steamer *Jumbo*, Capt. Fryer, which left here for Manila on the 31st ultimo, put back yesterday, having met with rough weather outside necessitating some repairs. Captain Fryer reports as follows:—"Left Hongkong on Tuesday, 31st July, and anchored in Deep Bay, weather threatening and barometer falling; steamers *Emeralda* and *Posang* at anchor also. On Wednesday barometer still low, and towards evening falling again, moved the little craft further in to Junk Bay. Thursday no alteration; Friday took a look at the weather outside, barometer low but steady, but found too much sea on and returned to anchorage. Saturday, 4th August, weather looking fine at 4 a.m. made a fresh start and went out, and when about 70 miles from Hongkong, met a very heavy cross sea, and barometer falling, determined to run north again. At 3 p.m. a heavy squall struck the ship, and threw her over on her beam ends, and the bolt of the woodlock broke; and not being able to move the rudder, on account of it being jammed by the woodlock being out of place, the sea took charge *pro. tem.* and the stern-post split. Lowered the rudder down, and ran slowly back, and got over difficulties by anchoring at Wanchai at 9 p.m.

We are informed by the Agents (Messrs Russell & Co.) that the Union Line steamer *Galley of Lorne*, from London, left Singapore for this port yesterday afternoon, and may be expected to arrive on the 12th instant.

The *Alta California*, says:—"New York's Chinamen are getting to be worse-behaved, if such a thing is possible, than those of San Francisco and it is probably because they are given more latitude. If things continue to run on like this, New York will lead California in demanding an extension of the Immigration Act when it lapses, at the end of ten years."

The very heavy rains which have fallen during the past week have done some damage in the colony. On Saturday the downpour caused a landslip of the hill above Ship-street, which overwhelmed four small Chinese houses, and broke them down. We are glad to hear that no one was seriously hurt. The Soy Factory at Yaumati had some walls damaged, and at Beryl, at Kowloon, some cookhouses were also damaged.

The Lollus Troupe, numbering sixteen ladies and gentlemen, arrived here last night and according to their advertisement on our front page, will perform Gilbert and Sullivan's comic opera "Patience" in the City Hall this evening. They will give only one performance here and proceed to-morrow for Japan, where they will remain for a short time and then return to Hongkong and give a few nights' entertainment in October. The Company play all the latest comic operas and have had a great success in India and the Straits, and have been spoken of in very high terms in the papers of those places. The company was well received here on their last visit, three years ago, and since then they have increased their force. As this is the first time "Patience" has been produced in Hongkong, the opportunity of hearing the popular opera by artists of repute ought to draw a good house. Seats may be engaged at Messrs. Kelly and Walsh's.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH CO.'S LINE.]

LONDON, 4th August.

THE CHOLERA AT CAIRO.

The cholera cases in Cairo are reported milder and the health of the troops is improving.

POLITICAL PLOT IN PARIS.

A legitimist plot has been discovered in Paris and several party leaders are reported to be implicated.

THE LOSS OF THE STEAMER "SPARK."

ADJOURNED INQUIRY.

The Marine Court of Inquiry into the circumstances attending the loss of the river steamer *Spark* was resumed at the Harbour Office yesterday morning at 10.30.

On the court assembling, Capt. Rose was asked whether he had anything further to say, and replying that he had not, the court was cleared for about three quarters of an hour. It was re-opened after this space, and the following judgment was read by the President:—

We find that the British steamer *Spark*, official No. 64,093, of Hongkong, of which Archibold Hugh Brooke Rose was the master, was wrecked on Cape Cami on the evening of the 21st July, 1883.

We find this vessel was lost through the careless navigation of Archibold Hugh Brooke Rose, No. of whose certificate of competency is Hongkong 759.

We find that after the ship was on the rocks the master made no exertions to see what damage the vessel had sustained, and that he took no steps to preserve discipline, or to assert his authority.

The master admits in his statement that after the ship struck, he took no further interest in her.

There was no cargo in the ship. We are of opinion that Mr. Jamieson, who acted as chief engineer, did not desert the vessel.

After a full consideration of the circumstances attending the loss of the ship, we do hereby order that Mr. Archibold Hugh Brooke Rose's certificate of competency, Hongkong No. 759, be suspended for a period of two years from this date.

We recommend that Mr. Rose be furnished with a first mate's certificate.

Dated Hongkong, this 6th day of August, 1883.

H. G. THOMSETT, R.N., Stipendiary Magistrate.

S. W. ELLISTON, R.N., Navigating Lieutenant.

W. LE LACHEUR } Masters
W. N. ALLISON } Mercantile Marine.

POLICE COURT.

August 6th.

BEFORE CAPT. H. G. THOMSETT, R.N.

DRUNKENNESS.

John McMillan, seaman, was brought up again on a charge of having been drunk and incapable on Saturday night.

The inspector in charge of the case said the defendant had a ship, and if discharged he would join her that day.—Discharged.

Daniel McCarty, carpenter, admitted having been drunk and refusing to pay vehicle hire on the 5th inst., and he was fined 50 cents and ordered to pay 15 cents to the coolie.

VAGABONDS.

William Jones and Ezekiel Solomon, seamen, were charged with being destitute and having no visible means of subsistence.

P.C. Edwards saw the defendants going towards the City Hall, and he arrested them as destitutes. The first defendant had deserted from the American ship *Belle of Oregon*; he had been sent on board three times, but deserted again, and had been loafing about the colony, for six weeks; he had also been in gaol for drunkenness. The second defendant had been on the beach here about a month.

The defendants had nothing to say, and the first was sentenced to six weeks' hard labour, and the second to four weeks.

LARCENIES.

Yung Akew, cook, was sentenced to six weeks' hard labour for snatching a cotton umbrella, value 70 cents, from a planter named Tsan Apo, as the latter was walking on the Praya on the 5th inst.

Li Lai Fa, coolie, was sent to gaol for a fortnight for stealing a ten cent piece a chair coolie, named Sham Asin, accidentally dropped in Stanley-street on Sunday.

TOO KIND.

Ho Tug, seaman, was charged with having attempted to supply a prisoner with cakes and cigarettes on the 4th inst.

The defendant was seen by an attendant named Franklin to hand a parcel to one of the prisoners in the chain-gang employed on the new hospital site. He had been hanging about all the morning, and had been driven away three times, but persisted in returning. He was also well known in gaol.

In default of paying a fine of $25, the prisoner was sentenced to six months' hard labour.

AN OLD OFFENDER.

Wong Ayau, coolie, was charged with stealing a jacket, valued at twenty cents, on the 3rd inst.

The defendant was found by a stone cutter named Ting Shing in his cookhouse on a ground floor in Hollywood-road. The prisoner was in the act of taking a jacket from a bamboo, and he ran off with the garment, but was pursued until he ran into the arms of a lokong.

A list of eight previous convictions was brought against the prisoner, and he was committed for trial at the next Criminal Sessions.

THE ENTERPRISING BURGLAR.

Ng Fu, hawker, was charged, on remand, with possession of burglarious implements on the 30th ult.

Inspector Quincey learned that an importation of burglars had arrived in the colony, and he sallied forth with P.S. Butlin to find some of them. They saw the prisoner trying to avoid them in Ladder-street, and seized him. He looked bulky about the coat, and Butlin held him while Quincey searched, the result being that a complete burglar's equipment was found on the man in a cotton bag—three pick locks, a bundle of joss sticks to stupify sleeping people, and ingredients for making more, 34 Chinese skeleton keys, nine European ditto, a clasp knife and other things. The prisoner struggled violently with his captors. He said he was from Canton, and another man had given him the bag to carry.

Committed for trial at the Criminal Sessions, defence being reserved.

COMBINED ROBBERY.

Two Chinamen and a boy were charged with stealing $10 from a boatman named Chan Tai Wah, on Sunday last.

The complainant was waiting in the street with ten silver dollars in his hand when the second defendant struck his hand and sent the money flying, while the other two picked up the scramble. He gave chase and all the defendants, who kept together, were caught.

The first two defendants were sentenced to six months' hard labour each, and the third fourteen days' solitary confinement, and twelve switches of the rattan. The men were old offenders.

LARCENY OF COPPER.

Chung Yau, coolie, convicted of stealing 75 cents worth of copper nails, at the Hung Ham Dock, on the 4th inst., was sent to gaol for a month.

THE FRENCH IN TONQUIN.

[FROM OUR OWN CORRESPONDENT.]

HAIPHONG, 3rd August.

Since I last wrote, our new Governor, Monsieur Harmand, has arrived to take up his appointment. He came in the *Illisus*, accompanied by a staff of some fifteen Europeans and eighty Annamite clerks. He will lose no time in organising a regular system of administration.

There has been a *conseille de guerre*, at which the Governor, General Bouët, Admiral Courbet, and Commandant Badens were present. What they resolved upon I cannot say, but I do know that after it was over, Governor Harmand went up to Hanoi in the gunboat *Pluvier*, *viâ* the sea and Namdinh, and General Bouet returned to Hanoi in the steamer *Songkoi*.

Commandant Badens has made a very clever and successful sortie at Namdinh. He very prudently gave no hint of his intention beforehand, but made his own arrangements and plans, and just at the last moment ordered all the Annamite and Chinese servants to be called together, when they were quietly marched to the prison, put safely under lock and key, which latter the gallant Commandant pocketed. He then put himself at the side of his party and marched out upon the enemy, whom he succeeded in taking completely by surprise at a village called Mospean. The Annamites were quite demoralised, and were routed most completely, losing over 1,200 men and seven guns, while the French loss amounted to only one man killed and a few wounded. The Annamites, dismayed by this defeat, have retreated, and Namdinh is now quiet and peaceful.

From Hanoi also comes some news of importance. What I long ago predicted has come to pass. The Yellow Flags are going over to the enemy and thus showing how little their loyalty was to be relied upon. Of these fellows, who have talked so much about their readiness to support the French, nineteen men have already joined the enemy, taking with them their arms and ammunition. The French now, as a precautionary measure, stop and search every junk that is going up the river, as it is feared the whole of this band will go over to the Annamites.

The Black Flags are reported to have expressed the intention to cut through a dyke just above Hanoi. If they succeed in this scheme not only will the capital but the whole province of Hanoi will be flooded. I sincerely hope the project will be defeated, for its accomplishment could not fail to greatly retard French progress in Tonquin.

THE CO-OPERATIVE CARGO-BOAT COMPANY OF SHANGHAI.

A general meeting of the shareholders of this company was held on the 30th ultimo at the Shanghai Club. Mr. Rüger, Chairman of the board of directors, presided.

The following report of the director and statement of accounts were submitted:—

For the eleven months ended 30th June, 1883, to be submitted to the first general meeting of shareholders on Monday, the 30th July, at 2.30 o'clock p.m.

The directors regret that the accounts they place before the shareholders, showing the working of the company for the eleven months since its formation, are not of a character that warrants their recommending the division of the profits. That the results is not more satisfactory is attributable entirely to the decrease in the trade of the port during the present year, most distinctly shown in the staples rice and tea, articles upon which the business of the company largely depends. In tea the quantity that has at present come down here for sale is only half the quantity received in 1882, and the rice business shows a still larger decrease.

The boats of the company being in good order, the directors have not thought it necessary to write off anything for depreciation.

The directors retire as provided by the deed of settlement but are eligible for re-election.

The report was passed, after some discussion, and the retiring directors were re-elected.

SHANGHAI.

The Directors of the Pootung Wharf and Godown Company have declared an interim dividend of three per cent. which is payable on and after the 8th August.

The Maloo Market troubles appear now to be fortunately at an end. The marketmen occupy Fuhkien Road on both sides of the Nanking Road. The fishmongers take the eastern or shady side of the road, while the vegetable sellers occupy the western or sunny side. The oldest fishsellers display their goods nearest to the Nanking Road, a runner from the Mixed Court yesterday morning fixing the site for each vendor.

Last week some Chinese soldiers created a disturbance on the French Concession. They were arrested and taken to the French Mixed Court. The charge against them being of a trivial nature, they were handed over to the city authorities and were hand-cuffed and sent in charge of a runner into the city. Having arrived inside the north gate they were met by some thirty of their comrades, who attacked the runners with weapons, and broke the handcuffs off the prisoners, four of whom got away, the runner very pluckily holding on to the fifth. Four of the soldiers who created a disturbance on the 14th July and severely injured an informer are still locked up at the Station, pending the recovery or otherwise of their victim.

Towards the end of last year the Commissioner of Customs notified that cargo boats would be required to pay tonnage dues from the beginning of 1883. We are now glad to be able to give the following extract from the reply of the British Chargé d'Affaires to representations which were made to him on the matter. "Their Excellencies"—the Ministers of the Tsung-li Yamên—"abandon the claim to levy tonnage dues on cargo boats which lighten vessels within the limits of the Port of Shanghai. The registry of cargo boats is, however, insisted on." As Woosung is within the limits of the Port of Shanghai, cargo boats which are engaged in discharging and loading vessels which are unable to cross the Bar, will not, of course, be liable to payment of tonnage dues. Such dues as have already been paid on these cargo boats will, we understand, be refunded.—*N. C. Daily News.*

HANKOW.

A band of rowdies, to the number of several hundreds, is reported to have established its head-quarters at Tsan-yang-hien, near Hankow, and to have taken possession of several ancient temples and other buildings. As soon as the inhabitants of the village discovered these proceedings they reported the same to the District Magistrate and the latter called out the military and took immediate steps for the arrest of the offenders, but without success, as the rowdies made themselves scarce before the soldiers were able to reach their hiding places. The City Magistrate of Chu-Chow ordered the gates to be closed and a strict search to be made, but no signs of the rebels were discovered.—*Shanghai Courier.*

CHEFOO.

A most delightful ball was given by the officers of the fleet stationed here on the 27th July, at Newman's Family Hotel. About eighty people were present including all the élite of this fashionable sea-side resort. The band of the flag-ship discoursed pleasant music to unwearied dancers until the small hours of the morning. A splendid supper was served by the popular proprietors at twelve o'clock, which included all the delicacies of the season. The whole of the front part of the Hotel was magically lighted up, forming a most fairylike scene, and altogether it was an unqualified success and not likely to be soon forgotten.—*N. C. Daily News Correspondent.*

TIENTSIN.

24th July.

It is said that Li Hung-chang has made the usual request to His Majesty to be relieved from taking over the seals as Viceroy of Chihli at present. Chang Shu-shêng seems quite to have recovered from his late serious indisposition, which I believe was of the same kind as that by which Tso was attacked last November on account of his Salt memorial. The Chinese attribute Chang's malady to his re-appointment to Canton. Much excitement exists among the Chinese at the news that Great Britain, Germany, and America have consented to a French blockade of the Chinese ports. They had made sure that those countries would have interfered on behalf of China.

25th July.

The need of a suitable building in which to receive and entertain distinguished foreign guests visiting this port, has been long felt by the Chinese officials. Hitherto they have been entertained at the rooms of the China Merchants, but this has not been felt to be wholly satisfactory. Last year, the erection of a building for this purpose was commenced on the French Bund, which has been recently completed. The building was opened on the evening of the 23rd with an official dinner given by the Acting Viceroy Li and other officials to H. E. J. Russell Young, the American Minister. The Duke of Mecklenburg, arriving in town on that day, was an invited guest, and was given the seat of honour at the table. A large company, including all the principal Chinese officials, the foreign Consuls and a few private citizens, sat down to an excellent dinner, consisting of both native and foreign dishes. The entertainment was enlivened by music discoursed by the Viceroy's band, which does great credit to itself and to its leader by the excellence of its performances.

We are informed that permission to run passenger-boats up the Peiho to T'ung-chou, has been conceded to Minister Young by H.E. Li. This is an excellent and an important step in advance, and one which cannot be too soon put into practical operation. It is also said that a military academy is being talked of in Chinese circles.

26th July.

To-day, at 2 p.m., the foreign Consuls held a meeting to decide whether the Customs should collect wharfage-dues from the Russian merchants on black and green teas at 5 candareens per picul. The merchants had protested against the levy, and the Customs were endeavouring to enforce it. The meeting decided that wharfage-dues at the rate of 2½ candareens, equal to Tls. 25 per picul, should be paid, and this was agreed to by Mr. Shishmarow, although the 16th Article of the Kuldja Treaty and the Customs' own valuations (Trade Report, 1881, page 25) put the average value of black and green teas for five years at Tls. 19.60 per picul only.

H.E. Li Hung-chang returned to-day the visit of the captain and officers of the *Iltis* at the German Consulate. The *Iltis* has since left for Chefoo, whence, it is said, she will proceed to Korea. It is believed that Mr. A. Pelldram, German Consul at Tientsin, will join her as a passenger to that country.

I notice that in your valuable paper of the 21st inst. an assertion is made that during the visit of His Excellency to Shanghai one of the chief members of his staff was using his opportunities there to get up a case or cases against the interests of foreigners, which are no doubt intended to be brought forward as invasions of our treaty rights. Will you allow me to call in question this rather serious charge? The gentleman to whom the passage obviously refers indignantly denies its truth as far as he was concerned. He assures me that during his stay in Shanghai he never attempted in any way to prejudice foreign interests; on the contrary, in the course of his duties he used his best endeavours to maintain the most friendly relations between foreigners and Chinese. He can only account for the rumour by the fact that while at your port he was consulted by a high official on a certain matter which he does not feel at liberty to disclose at the present juncture, but he adds that at the proper time, when the facts become known, it will be found that his opinion and advice were not unfavourable to foreigners.

The Yuen Tung Shan Silver Mining Co. has collapsed, and the Peking Government has decided the dispute in favour of the original owner of the property.

ACHEEN.

The Governor of Acheen has arrested and deported to Batavia several ostensibly loyal Achinese chiefs detected in abetting the enemy. The untrustworthiness of the so-called friendly Achinese headmen has been clearly brought out by the fact that the deported chiefs, Tuku Ali and Tunku Hashim, whom the Governor received as being loyal at an audience, and one of whom, namely Tuku Ali, he then appointed by way of trial in place of a banished headman, proved to be traitors under the following circumstances, only ten days afterwards:—An official named Smith, a postholder who had been appointed to hold an outpost at Krong Raba, left the fort at Bukit Sebun on the 24th June with 18 armed policemen, for the neighbouring friendly village of Anak Eya, to speak to its headman, the aforesaid Tuku Ali, about the delivery of building materials for payment, he being armed with sword and revolver. The policemen had 18 breach-loaders and 5,000 rounds of ammunition, the party being moreover provided with 2,000 guilders in coin. Smith and his force did not reach the village until dusk, upon which they were induced to pass the night there by trusting in the friendly assurances of Tuku Ali, who declared himself answerable for their safety. Tuku Ali then supplied his guests with food, drugged beforehand, on partaking of which they became so stupefied as to be easily attacked by a band of Achinese armed with swords, who killed Smith and eight policemen on the spot and wounded all the rest but one, who escaped from not having eaten any of the drugged articles. On the alarm being given at Bukit Sebun by Tuku Ali's uncle shortly afterwards, a strong detachment of troops was despatched to the village that same night, where they found the people very quiet and not manifesting any sign of hostility. Tuku Ali and his accomplice Tunku Hashim had disappeared, taking with them the rifles and ammunition of the policemen, besides Smith's arms and the 2,000 guilders. The nine corpses and the surviving wounded policemen were conveyed to Bukit Sebun for burial or medical treatment. Smith's body was found sliced into such small pieces that the fragments had to be shovelled together before they could be carried away.—*Straits Times.*

FROM SHANSI TO YUNNAN.

[NOTES OF A JOURNEY THROUGH CHINA.]

Dec. 19th.—Our road from Hua-yin Miao led past the little Hsien city, close under its northern walls; then over a small stream, by a good stone bridge, just beyond the West Gate. We passed the grave of some persons of importance, whose remains were guarded by the usual number of stone men and beasts, as a mark of his rank. The road itself is the great highway to Peking, with little guard-houses along it every two or three *li*, on which are painted the names of the watchmen, the number of them, and the distance in *li* from the nearest stage in each direction. These watchmen keep a fire burning all night, and as soon as they hear the tally-ho, or some other cry of the imperial courier, they light a torch and hand it to him as he passes. This is supposed to be done all the way to Peking, in times of peace or war, but I suspect that there are many places where it is difficult to find men to do that duty, in troublous times at least, and so the courier has to go along in the dark—not an easy matter on a bad road. We passed a brick-kiln where mechanical appliances were used to save human labour—that is, a rough kind of gipsy winch, made of the hob of a cart-wheel revolving on a piece of a cart-axle fixed into a brick wall, and having a crooked stick set into the hob for a winch handle. A man was hoisting bricks with this machine on to a stage, when they were passed by another man into the kiln to be placed for burning. Gipsy winches are generally used at wells all through these northern provinces, but this is the first time I have seen one thus applied. I saw some rice fields on the road, so water is doubtless plentiful enough in summer to produce rice. The plain itself is splendid all away as far as the eye can see to the right, and the mountains close by on the left are as rugged and savage looking as those we saw yesterday. Snow covers them just now but lightly. We halted for breakfast in the town called Ku-shui Chen, with a population of thirty or more families. We put up at a most wretched inn, kept by an obliging man, who soon tried to make us comfortable—not an easy matter seeing the place was small and without a fire, and the door had to be kept open to let the light come in, although the barometer showed some ten or fifteen degrees of frost. My moustache froze as I wrote. We had come some 35 *li* that morning.

After a hasty breakfast we marched again, the weather being delightful—much warmer than in the early morning. We passed a large town with mud walls on the left side of the road, and saw lots of corn and straw stacked in cones somewhat in foreign fashion, but plastered over with mud to preserve it from the weather. We also met some horses carrying fine green bamboos, 30 to 35 ft. long, and 2 to 4 inches in diameter. I am told that bamboos grow in the neighbourhood of Hua-chou, whence these came. Bamboo articles are made and used there, such as baskets, frames of all kinds, light tables and couches and many other things. I noticed some parts of the plain on our right under water, so I suppose a good supply of rain has fallen this autumn and winter. I noticed also several tablets and pai-fangs, some eight or ten feet in the ground, some more than that, having only the tops of them above ground, whence I presume the plain has been flooded at times, and a deposit of mud left behind. The road afterwards led over rocky hills or undulations, with lots of large boulders, loose rocks and débris of various kinds lying about in great confusion, as if left by some great commotion, such as an earthquake. Lots of small pines and persimmon trees were passed this afternoon, and in some parts the country looked much like forest. We halted at the city of Hua-chou, entering what appeared to be an old city with a bastion and gateway to its crumbling mud-walls, but no gates. A small city built in the south-east corner of this does the duties of the large one, and can be more easily defended, the great inclosure being occupied by fields and trees. We passed out of the walled inclosure into an open suburb, which is really the only busy part of Hua-chou, and which at present is crowded with carts full of silk and satin from Shanghai, and camlets, cloth and serge from Europe, which, I am told, is the material necessary for the manufacture of clothing and flags for the Chinese army of occupation at Kashgar. I was conducted to a wretched inn, the only vacant one in the place, where the Yamenites had prepared a table and two chairs for my accommodation. The Examiners from Szechuan, returning to Peking, were just passing here, with a great following of attendants; and all the war material for the army also filled the wretched place beyond its capacity for entertaining guests. It surprises me that there are not better inns, seeing it is regular stage on the imperial highway. The distance done this afternoon is called 40 *li*; I think it is about 42. Some parts of the road are good and some very bad for carts.

I have seen several tablets and pai-fangs erected to the memory of the great commander, Kuo Tsze-yi, who defended the Tang dynasty against the rebellions of An Lu-shan and his followers. Tang Ming Huang had to fly into Szechuen for his life, and his favourites were slain before his eyes by his defeated troops. He was even obliged to order his favourite concubine, Yang Kuei-fei, to be strangled to save her from falling into the hands of his mutinous retinue. Kuo Tsze-yi however succeeded in recovering the throne for the Tangs, who already owed him much, and he was rewarded by being created Prince of Fên-yang, in Shansi; what is now the prefecture of Fên-chou Fu, I believe, was given him as an appanage, and an Imperial Princess was bestowed on his son in marriage. It is probable that Kuo Tsze-yi was a Christian; he was apparently a very good and loyal subject, otherwise he might have worked for the establishment of his own house, and founded a new dynasty. Chang-an, the great city, towards which we are going, has played an important rôle in China since the founder of the Han Dynasty, Liu Pang made it his capital. It is now an important place, and a bold adventurer, with good military abilities and governing faculties, might easily occupy it and subdue the rest of China to his sway. The Tai-ping chief, E-wang or Shih Ta-kai, intended to take it, but was prevented from crossing the Yang-tsze River from Kuei-chou into Szechuan, being defeated at the former place.

Dec. 20th.—We left Hua-chou before seven in the morning. The Yamenites did all they could, but the very wretchedness of the place outbalanced their attentions, so we were all very anxious to get away, the morning being very cold. We crossed a small river completely and solidly frozen over, and about twenty-five yards wide. It was spanned by a fine stone bridge, with good approaches. We afterwards crossed several smaller streams, with clear water flowing swiftly northwards. Various kinds of crows hopped about the road in front of our horses, and two hares ventured to display their abilities by a run across country in our front. We halted for breakfast in the large town of Shih-shui Chên.

Our innkeeper was about as bad as his dirty inn, and made himself as disagreeable as possible to my men, until they asked if he had ever been whipped, and I told him to smarten up if he expected money for what we required. The word money enlivened the wretch a little, and he condescended to bring a dirty broom, which he passed over the table at which I was to sit, as an apology for wiping the dirty boards. A broken pan with burning charcoal was also produced, and the sun was allowed to shine upon us freely, so we managed to take our meal of frugal food, which was, however, made so disgusting by the amount of dirt in it that even Yang Ho-sheng was unequal to a bowl of otherwise very good macaroni; so we bought bread at a neighbouring stall, and the dirty innkeeper had the mortification of seeing about a dozen persons doing without his dirty food.—*N. C. Daily News Correspondent.*

AN INDIAN OIL LAND.

A trip was recently taken from Akyab up the Koladan in the steam-launch *Brilliant*, by Colonel Sladen, Commissioner of Arakan, and a small party in order to test the working of the new petroleum furnaces introduced by the Boronga Oil Company. When the Chief Commissioner lately visited Arakan, he had an opportunity afforded him of seeing the working of the new plan at the company's distillery, and both he and Colonel Sladen are said to have been satisfied with the cheapness and simplicity of the oil fuel and the many advantages it possesses over coal, and it was as a further test that, at Colonel Sladen's suggestion, the trial trip in the *Brilliant* took place. The apparatus is described as extremely simple, and it can without much trouble or expense be fitted on to any furnace. The way it was done on board the *Brilliant* was this. A tank of oil was placed in the stern of the vessel, from which a pipe led to the front of the furnace door, where it met with a second pipe coming from the steam chest. The two pipes were united to mouth-piece or burner, in such a way that the oil pipe, which was of the smaller bore, passed through the centre of the steam pipe. The burner was thus a double-walled pipe composed of two concentric tubes, and it entered the furnace through a small hole in the door, the oil coming through the inner pipe, and the steam through the centre pipe. The consequence was that the oil as it passed out of the pipe was caught up by the steam, and blown and dispersed over the furnace, where, once ignited, it kept up a constant and roaring blaze. To start the fire it is necessary to get up about 5lbs. of steam in the boiler with ordinary fuel; but once this is done, and the steam and oil have commenced their joint work, all that is requisite is to regulate the supply which is easily done by means of cocks on each pipe. Such a system requires no stokers, and would therefore effect a saving even if its cost were equal to coal. But the actual cost, it is said, is much less than coal. The *Brilliant* was found to burn on an average half a ton of coal in ten hours, costing about Rs. 18. She would require for the same time about ten gallons of oil, and on that be able to maintain 55lbs. of steam steadily. The oil is at present advertised at Rs. 8 a maund, which would leave a large margin for profit as compared with coal except at distances which made the cost of carriage excessive. The oil furnace has also the advantage of being much cleaner than a coal furnace. On the trial trip the *Brilliant*, as was to be expected, with a first experiment consumed much more oil than the minimum of one gallon per hour; but even if she consumed three times the quantity, the saving would be very great over coal. The Government Inspector of Steam Boilers, who was on board the *Brilliant*, gave it has his opinion that the oil kept up a much more steady flame than coal, as the flames never slackened and the heat was always uniform. Altogether, the experiment is said to have been most satisfactory, and everyone on board was pleased with the success of the plan. Petroleum has often been used in America on board river steamers; but apparently owing to the cost of carriage, it cannot compete with coal at any great distance from the oil mines. In Burmah, however, where the supply of oil, as far as can at present be judged, is unlimited, the old furnaces may come into very general use. It is said that Colonel Sladen has asked the sanction of the local Government to fit all burning apparatus to the paddle steamers, *Mayoo* and *Palakwa*, and it is probable that sanction will be granted. The Boronga Company have also applied to the local railway authorities for permission to apply the system to their locomotive engines, and an experiment on a limited scale will, no doubt in the first instance be allowed.—*Indian Daily News.*

THE COLONIAL PRISONERS REMOVAL BILL.

This Bill, which has been introduced into the House of Lords by the Earl of Derby, has been issued with the following memorandum attached:—"The object of the Bill is to authorize the removal from any British possession (including India) to the United Kingdom, or to any other consenting British possession, for the purpose of undergoing the remainder of their sentences, prisoners who have been tried under the authority of Imperial Acts, or who, at the time of committing the offences of which they are convicted, are subject to the Army Act or the Navy Discipline Acts, and prisoners not coming under either of the foregoing categories whose health would be permanently injured by imprisonment in the possession where they are undergoing sentence, or whom it is expedient to remove for safer custody, or for more efficiently carrying out the sentence. The Bill also authorizes the removal of criminal lunatics from any possession to the United Kingdom, or to another possession. Although it is unlikely that the occasions for the exercise of the powers proposed to be created by the Bill will frequently arise, cases have occurred from time to time in which the existence of such powers would have prevented great hardship and even cruelty to Europeans sentenced to long terms of imprisonment in tropical climates. Within the last few years there has been a case of an English prisoner, whose health was seriously affected by a long imprisonment in Malta; and a case has occurred in St. Helena, one in the Falkland Islands, and another in Heligoland, in which, from the absence of proper prisons, the advisability of taking powers for an offender's removal, for the more efficient carrying out of the sentence became very apparent. The Bill (without the provisions relating to criminal lunatics) has been sent, in circular to the colonial Governments, and has been either approved or not objected to by the great majority of them. The provisions as to criminal lunatics were inserted in consequence of a recent case in Bermuda, which showed the inconvenience of retaining such persons in some of the smaller colonies in which it is impracticable to make proper provision for their custody."

COMMERCIAL INTELLIGENCE.

MONDAY, 6th August.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/7½
Bank Bills, at 30 days' sight ...3/7¾
Bank Bills, at 4 months' sight 3/8
Credits, at 4 months' sight ...3/8¼
Documentary Bills, at 4 months' sight 3/8¼

ON PARIS.—
Bank Bills, on demand 4.54
Credits, at 4 months' sight......4.64

ON BOMBAY.—Bank, 3 days' sight 223
ON CALCUTTA.—Bank, 3 days' sight 223
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73¼

SHARES.

Hongkong and Shanghai Bank Shares—162 per cent. premium.
Hongkong and Shanghai Bank Shares—New Issue—160 per cent. premium.
Union Insurance Society of Canton, Limited—$650 per share.
China Traders' Insurance Company's Shares—$2,700 per share.
North China Insurance—Tls. 1,600 per share.
Yangtsze Insurance Association—Tls. 1,075 per share ex dividend.
Chinese Insurance Company, Limited—$230 per share ex dividend.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$120 per share.
Hongkong Fire Insurance Company's Shares—$347½ per share.
China Fire Insurance Company's Shares—$380 per share.
Hongkong and Whampoa Dock Company's Shares—63 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$48 premium ex dividend.
Indo-China Steam Navigation Co.'s Shares—15 per cent. discount.
China and Manila Steamship Company, Limited, —20 per cent. premium.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$175 per share.
China Sugar Refining Company, Limited—$176 per share.
China Sugar Refining Company, Limited—New Issue—$163 per share.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$73 per share.
Hongkong Ice Company's Shares—$163 per share.
Hongkong and China Bakery Company, Limited —$32 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.
Chinese Imperial Loan of 1881—1 per cent. prem.

HONGKONG TIDE-TABLE.

7TH TO 13TH AUGUST, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Tu.	7	m. 11 3	8 11	m. 5 9	0 6
				a. 5 48	—0 5
W.	8	m. 0 0	8 9	m. 5 54	0 5
		a. 11 39	8 4	a. 6 11	0 0
Th.	9	m. 0 27	8 8	m. 6 43	0 10
		a. 11 57	8 9	a. 6 57	0 6
F.	10	m. 0 54	8 4	m. 7 15	1 0
		a. 0 21	8 8	a. 7 3	0 9
Sat.	11	m. 1 30	8 4	m. 8 16	1 1
		a. 0 50	1 9	a. 7 30	1 1
S.	12	m. 2 21	8 5	m. 10 31	1 3
		no inferior	high	nor low	water.
M.	13	m. 3 24	8 6	m. 11 50	0 5
		no inferior	high	nor low	water.

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, is 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

August 6th.

Barometer—9 A.M. 29.780
Barometer—1 P.M. 29.780
Barometer—4 P.M. 29.752
Thermometer—9 A.M. 86
Thermometer—1 P.M. 89
Thermometer—4 P.M. 88
Thermometer—9 A.M. (Wet bulb) 83
Thermometer—1 P.M. (Wet bulb) 81
Thermometer—4 P.M. (Wet bulb) 81
Thermometer—Maximum 87
Thermometer—Minimum (over night) 79

CHINA COAST METEOROLOGICAL REGISTER.

August 6th.

BAROMETER, THERMOMETER, &c.	Hongkong: Previous day at 4 P.M.	Hongkong: On date at 10 A.M.	Amoy: Previous day at 4 P.M.	Amoy: On date at 10 A.M.	Shanghai: Previous day at 4 P.M.	Shanghai: On date at 10 A.M.	Manila: On date at 10 A.M.	Manila: On date at 4 P.M.
Barometer	29.71	29.80	—	—	—	—	—	—
Thermometer attached	86.0	86.0	—	—	—	—	—	—
Direction of Wind	ssw	wsw	—	—	—	—	—	—
Force	4	3	—	—	—	—	—	—
Dry Thermometer	82.0	84.0	—	—	—	—	—	—
Wet Thermometer	78.0	80.0	—	—	—	—	—	—
Weather	b.o.	b.o.	—	—	—	—	—	—
Hours' Rain	—	9	—	—	—	—	—	—
Quantity fallen	—	1.00	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 2 light breeze, 3 to 5 moderate. 6 to 7 fresh. 7 to 9 strong. 9 to 10 heavy. 11 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (also are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

THE MANCHESTER UNDERWRITERS' ASSOCIATION LIMITED.

THE Undersigned having been appointed AGENTS of the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World at Current Rates allowing an immediate cash discount of 25 %.

HOLLIDAY, WISE & Co.

Hongkong, 14th July, 1883. [1343

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [18

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LEUNG ON, Esq., President.

BAN HUP, Esq. | YO v CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1881. 1527

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [16

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG, & Co.

Hongkong, 4th September, 1879. [1680

FORTUNA ALLGEMEINE VERSICHERUNGS-ACTIEN—GESELLSCHAFT, BERLIN.

CAPITAL PAID-UP ... Mk. 1,500,000.
RESERVE FUNDS ... Mk. 780,000.
ANNUAL INCOME ... 18,774 %.

THE Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 1st January, 1882. [1824

SUN FIRE OFFICE.

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LINSTEAD & DAVIS, Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [15

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 18th November, 1872. [14

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

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Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [13

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.

CHU YU CHEE, Esq | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.

HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.

Head Office, Hankow Road, Shanghai, 1st June, 1882. [1102

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ... at ¾ %. Net per Annum.
On First-class Godowns, & Merchandise stored therein ... at ¾ %. Net per Annum.
On Coals ... at 1 %. Net per Annum.
On Petroleum in licensed Godowns ... at 1½ %. Net per Annum.
On First-class Chinese Tenements ... at 2 %. Net per Annum.
On Second-class Chinese Tenements ... at 2½ %. Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [17

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $35,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [11

UNIVERSAL LIFE ASSURANCE SOCIETY.

ESTABLISHED 1834.

INSURANCES Effected for Life or Short Periods; on Joint Lives; and on the limited payment system.

For Particulars, apply to LINSTEAD & DAVIS, Agents.

Hongkong, 7th December, 1882. [16

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ... £100,000 Sterling.
RESERVE FUND UPWARDS OF ... £120,000 Sterling.
ANNUAL INCOME ... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [12

INSURANCES.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January 1882. [858

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at 1 %. nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1882. [692

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ¾ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [2

FOR SALE.

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE.

Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.

1 Dozen Quarts ... $22.50.
2 Dozen Pints ... $23.50.

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Hongkong, 28th August, 1882. [425

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A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGREENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from ¼ to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.

For Particulars, apply to J. M. ARMSTRONG, Auctioneer, Queen's Road.

1920]

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BEST QUALITY OF GOLDEN GATE AND WESTERN MILLS FLOUR, lately from San Francisco.

PONGEE SILK of all kinds.

Apply to FUNG TANG, of Hee Cheong Ching Hong, 42, Bonham Strand.

Hongkong, 14th July, 1883. [1347

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CARTE D'OR, in Cases of 1 doz. Quarts.
Do. Do. 2 doz. Pints.

We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1882.)

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PUSTAU & Co., Agents.

Hongkong, 3rd October, 1882. [1270

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CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."

$20 ... per case of 2 dozen pints.
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$7.50 ... per case of 1 dozen quarts.
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$12 ... per case of 1 dozen quarts.

LORMONT.
$5 ... per case of 1 dozen quarts.
$6 ... per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 26th March, 1881. [20

FOR SALE.

CHAMPAGNE, 1874

HEIDSIECK & Co.'s MONOPOLE.

CARLOWITZ & CO.

Hongkong, 1st July, 1881. [1259

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MURRAY'S FINE SCOTCH WHISKEY (5 years Old.)
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The well-known CLARETS, VERGNIAUD, "Brane Mouton," "La Rose," "St. Julien."

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Hongkong, 4th August, 1883. [1471

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CHOY CHEW, 230, Praya West.

Hongkong, 4th April, 1883. [668

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NATURAL GERMAN SELTZER WATER.

Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $3.50 per Case.

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COTTON TWINE—5, 6, 7, 8, Fold.
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Hongkong, 22nd June, 1883. [1204

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DAVID CORSAR & SONS' Merchant Navy, Navy Bolled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [21

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Daily Press Office, 27th January, 1883.

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Hongkong, January, 1883.

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TO LET.

SPACIOUS GODOWN at BOWRINGTON, suitable for the Storage of Coal.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 9th March, 1883. [496

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. [30

TO LET.

With Immediate Possession.

ONE ROOM with Bathroom attached.

Apply to HESSE & Co., 13, Praya Central.

Hongkong, 2nd August, 1883. [1456

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.

For Further Particulars, apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [1450

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OFFICE, QUEEN'S ROAD CENTRAL.
GODOWNS.

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Hongkong, 26th July, 1883. [1494

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NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
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Apply to DAVID SASSOON, SONS & Co.

Hongkong, 28th June, 1883. [29

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FOR THREE MONTHS.

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Hongkong, 23rd July, 1883. [1391

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Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also

Entire GODOWNS to be LET.

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Hongkong, 3rd March, 1881. [1057

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM COMMUNICATION DIRECT TO LONDON VIA MARSEILLES.

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The time occupied on the passage to LONDON consequent on this change of route will be increased by a few hours only as the vessels will not call either at MALTA, GIBRALTAR or PLYMOUTH.

PASSAGE.

The rates to MARSEILLES will be the same as to the Italian Ports and RETURN-TICKETS will be granted returning via Venice or Brindisi.

For Further Particulars as to Freight and Passage, apply to E. L. WOODIN, Acting Superintendent.

Hongkong, 15th March, 1883. [538

CUTLER, PALMER & Co.

1815.—The year of our Establishment in Europe.
1847.—The year of our Establishment in China.
Cutler, Palmer & Co.'s **** COGNAC, the very best and oldest shipped.
Cutler, Palmer & Co.'s ***, **, * COGNAC.
Cutler, Palmer & Co.'s INVALID'S PORT, old and thoroughly good.
Cutler, Palmer & Co.'s SHERRY W.S. the best wine of its kind in China.
Cutler, Palmer & Co.'s Amoroso, Vino de Pasto, Vino Puro.
Cutler, Palmer & Co.'s CLARETS, Chateau Mouton, Larose, St. Estephe, &c.
Cutler, Palmer & Co.'s Agents have for sale The "Royal Charter" Champagne—selected for the Queen.
The "Carlton" Whiskey—two qualities, 11 and 5 years old, guaranteed.

All these are kept in stock in Hongkong, Shanghai, and Yokohama. Address for particulars: Messrs. Jardine, Matheson & Co., or Siemssen & Co., or Lane, Crawford & Co. at either place; and to Messrs. Bush Bros., Newchwang. [2061

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to HING LEE, 37, Tung Man Lane.

Hongkong, 4th March 1882. [664

VESSELS ON THE BERTH.

FOR SYDNEY AND MELBOURNE, (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)

THE Steamship "TAIWAN," Captain Cotter, will be despatched on or about the 25th instant.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd August, 1883. [1459

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship "McLAURIN," Little, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 22nd June, 1883. [1211

FOR NEW YORK.

THE 3/3 L. I. I. British ship "G. C. TRUFANT," Thomas, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 14th July, 1883. [1340

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship "FOKIEN," Captain Abbott, will be despatched for the above Ports TO-DAY, the 7th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 6th August, 1883. [1482

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)

THE Eastern and Australian Steamship Company's Chartered Steamer "FEILUNG," Captain Allison, will be despatched as above TO-DAY, the 7th August, at FOUR P.M.

Parcels, all of which must be sent to our Office, will be received up to 4 P.M., on 6th August.

Contents and Value of Packages must be declared.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1883. [1415

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamer "KWANGTUNG," Captain M. Young, will be despatched for the above Ports TO-MORROW, the 8th instant, at NOON, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 4th August, 1883. [1479

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FOR SHANGHAI.

THE Steamship "GOLCONDE," Martino, Commander, will be despatched for the above Port on or about the 7th instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 6th August, 1883. [1393

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship "GEELONG," will leave for the above places on THURSDAY, the 9th August, at FOUR P.M.

E. L. WOODIN, Acting Superintendent.

Hongkong, 28th July, 1883. [1424

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "YORKSHIRE," Captain Arnold, will be despatched for the above Ports on FRIDAY, the 10th instant, at Noon.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 4th August, 1883. [1478

FOR SINGAPORE, MAURITIUS, NATAL, EAST LONDON, PORT ELIZABETH AND CAPE TOWN.

THE Steamship "ANERLEY," Captain Strachan, will be despatched for the above Ports on FRIDAY, the 10th instant, at FOUR P.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st August, 1883. [1454

FOR LONDON VIA SUEZ CANAL.

THE Steamship "GLENGARRY," Captain Taylor, will be despatched as above on or about the 10th August.

This Vessel has Superior Cabin Accommodation.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, 30th July, 1883. [1433

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "ANCHISES," Captain Jackson, will be despatched on or about the 11th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd August, 1883. [1336

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "EHRENFELS," Fischer, Commander, due about the 16th inst., will have immediate despatch for the above Port.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 3rd August, 1883. [1463

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "AVA," Captain Bretel, will be despatched for SHANGHAI, shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th August, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "MENZALEH," Captain Blanc, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th August, 1883.

FOR SAN-FRANCISCO.

THE 3/3 L. I. I. American Bark "ADOLPH OBRIG," Staples Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 9th June, 1883. [1127

VESSELS ON THE BERTH.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.

(Taking Cargo for YOKOHAMA and VLADIVOSTOCK).

THE "TAKACHIHO-MARU," Captain NYE, will be despatched as above TO-MORROW, the 8th instant, at DAYLIGHT.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day before Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken; otherwise they will not be recognised.

Cargo and Passengers will be transhipped for Vladivostock at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP, Agent.

Hongkong, 7th August, 1883.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 8th August, 1883, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %. from Return Fare; if re-embarking within one year, an allowance of 10 %. will be made from Return Fare. Pre-Paid Return Passage Orders, available for o[illegible]r, will be issued at a Discount of 25 %. [illegible] Return Fare. *These allowances do not* [illegible] *through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 21st July, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; ALSO, PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 9th day of August, 1883, at NOON, the Company's Steamship "SINDH," Commandant Loquerré, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 8th August, 1883.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 8th August, 1883. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st July, 1883.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship "GOLCONDE," Andrac, Commander, will sail on or about the 20th August, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a forwarding Agency at Paris, 9, RUE DE ROUGEMONT, giving special facilities to Shippers.

Each steamer carries a Surgeon and Stewardess.

This Steamer has Splendid Accommodation for First and Second Class Passengers. The line is noted for its cuisine, and Beer and table Wines are included in the passage money.

Special rates are arranged for families.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 23rd July, 1883. [1393

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, BRINDISI, TRIESTE, VENICE, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Captain E. J. Baker, with Her Majesty's Mails, will be despatched from this for LONDON Direct via SUEZ CANAL and usual ports of call, on THURSDAY, the 16th August, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

N.B.—This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Acting Superintendent.

Hongkong, 4th August, 1883.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [22

THE TOURIST'S GUIDE.

REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The *Daily Press* Office.

MAIL EXPECTED.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Oceanic*, with the next American mail, left Yokohama on the 2nd, and may be expected here on or about the 7th instant.

STEAMERS EXPECTED.

The N. I. S. N. Co.'s steamer *[illegible]*, left Batavia on the 1st, and is due here on or about the 11th inst.

The Union Line steamer *Galley of Lorne*, from London, left Singapore on the afternoon of 6th, and may be expected to arrive here on the 12th instant.

The E. & A. steamer *Tannadice* left Sydney on the 23rd July, and may be expected here on or about the 15th August.

POST-OFFICE NOTICES.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Foochow, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne, &c.—Per *Venice*, to-day, the 7th instant, at 11.30 A.M.

For Nagasaki and Kobe.—Per *Takachiho-Maru*, to-day, the 7th instant, at 5.00 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet SINDH will be despatched on THURSDAY, the 9th August, with Mails to and through the United Kingdom and Europe, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondicherry, Madras, Calcutta, Aden, Egypt, Malta, Gibraltar, and Mauritius.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE BRITISH PACKET.

The British Contract Packet PESHAWUR will be despatched on THURSDAY, the 16th August, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes.—Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book-Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh not more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no letter*, but any parcel may be opened by direction of the Postmaster General. In the case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

MONEY LETTERS.

Public attention is called to the following extract from the Hongkong Postal Guide, Paragraph 60:—

"The Post Office declines all responsibility for unregistered letters containing Bank Notes &c., and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters."

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

RATES OF POSTAGE.

Letters, per ½ oz. ... 10 Cents.
Post Cards, each ... 3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz. ... 2 Cents.
Newspapers & Prices Current, each ... 2 Cents.
Registration ... 10 Cents.
Do. with return receipt ... 15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

CANTON, Brit. str., J. C. Jaques.—Russell & Co.
CHANNEL QUEEN, Brit. bark, Lelacheur.—Ed. Schellhass & Co.
CHANDERNAGOR, Ger. bk., G. Sathre.—Chinese.
CRUSADER, Brit. str., Rowls.—Arnhold, Karberg & Co.
ELLEN, Brit. bark, C. Hodge.—Chinese.
FEI-LUNG, Brit. str., Allison.—Gibb, Livingston & Co.
FRIEDRICH, German bark, Uldsrup.—Wieler & Co.
HAINAN, Brit. str., Willis.—Afong.
JAPAN, Brit. str., Gardner.—D. Sassoon, Sons & Co.
LENNOX, Brit. str., D. Scott.—Jardine, Matheson & Co.
LOONG WHA, Brit. 3-m. schooner, G. Graham.—Chinese.
NAM-VIAN, Fr. str., Garceau.—Shing Loong.
PEKING, Brit. str., Heuermann.—Siemssen & Co.
PING-ON, Brit. str., McCaslin.—Russell & Co.
SUEZ, Brit. str., G. Amelia.—Russell & Co.
TEE-LI, Brit. bark, Buckholdt.—Chinese.
TWILIGHT, Am. ship, Warland.—Adamson, Bell & Co.
WM. MANSON, Brit. bark, H Kiddred.—Chinese.

EXTRACTS.

A QUEENSLAND SUMMER NIGHT.

There is much beauty in a woodland scene
In England, when the changing leaflets fall;
Or when the fields are covered with a screen
Of gentle snow that spreads its stainless pall
Over the dying year, and tower and wall
Gleam with a glory not their own—it is
Kind Nature's province to be fair and bright;
Yet never saw I aught more fair than this—
The beauty of a Queensland summer night!

For then the breeze has gently sunk to rest,
And the great moon climbs swiftly up the sky,
The stars are mirrored on the river's breast,
Which, while the city slumbers, ripples by;
The air is soft and mild, a holy fear
Steals o'er my senses in this southern sphere,
Orion's belt gleams like a fiery boss
Set in the shield of heaven, and, less clear,
But mild and radiant, shines the Southern Cross.

There is an influence in the very air,
That is a stranger to our colder climes,
And makes me think of all things good and fair,
And dream of days gone by, and other times;
As, when in England, far-off village chimes
Steal on the ears of world-tossed weary men,
Who, hearing, pause, and all their early life,
And childhood's days, come back to them again,
And for a space they banish care and strife.

VILBYSE, in *Queenslander.*

ANECDOTAL PHOTOGRAPHS.

MUNKACSY.

Michael Munkacsy has no right to complain of the world. It has been very good to him. Universal suffrage has proclaimed him a man of genius—in doing which it judged aright. Gentle and simple, the artist and the untutored visitor to pictorial exhibitions, take equal delight in his works. His faculties are well poised, and of such a rich order as to place him on a level with the great thinkers as well as with the most illustrious artists of the century. He is not so much self-made, as a result of struggling generations. If fortune had not favoured his attempts to rise, he must have been, however obscure and poverty-stricken, truly great. He got to the top of his profession while young. Although he climbed from the lowest rung of the social ladder, he did not find the ascent painfully arduous. It was natural for him to face hardship and to combat it, and he had a robust frame and elasticity. Munkacsy is a Hun, with, it may be, Tsigane and Slav crosses. He is tall, and his bones and muscles are of powerful construction. Plebeian descent is shown in the thick rebellious hair and strong beard. Men who labour in the fields to live are less prone to baldness than those who live to amuse themselves or who work more with their brains than with their hands. Munkacsy's eyes are twinkling and good-natured, and help the tongue, which is often embarrassed when French is spoken, to express the thoughts and feelings of the artist. He rattles his r's, and speaks from his chest and throat. In the presence of strangers his eye is furtive and searching. His manner is simple. If near a dog, he is sure to stroke it down. All the gorgeous furniture that surrounds him in his palace in the Avenue de Villiers should not be regarded as a sign of ostentation. He bought it merely because he liked it, and can afford to indulge in his tastes. Madame Munkacsy is very rich; she fell in love with the painter, and made him an offer of her hand and fortune. The Hungarian artist is her second husband. In summer he resides in a château that she brought him not far from Metz.

Munkacsy is very grey for a man of his years, he not being yet forty. Arad is his native town. In his childhood, many events happened in his family of a nature to stir and stimulate his intellect and imagination. An epidemic swept off his father and mother. Although only four years old when they died, he remembers how they were carried away, and their funeral. An aunt took compassion on the child, and undertook to rear him. As she was thrifty, and was reputed to have saved money, her cottage was broken into at night, and she was murdered by the burglars. Michael, the nephew, was then adopted by an uncle. But this protector was torn away from his home by Austrian soldiers in 1849, and shot as a rebel. He was in sympathy with Kossuth and Görgy, but had not himself ever made war against the Kaiser. As Munkacsy was strong and intelligent, he found, at the age of nine, employment in a carpenter's workshop, and there learned how to make trunks. To tempt poor people to buy them, he used to cover them with paintings of his own design. A strong taste was thus developed in him for pictorial art. To be able to improve his mind and learn how to draw correctly, he went to Pesth. There he worked by day at his trade, and at night attended a free mechanics' school. A thirst for knowledge and a desire to see more of the world prompted him to remove to Vienna. What he saw in that metropolis decided his fate. His vocation became too strong to be resisted. Sundays were entirely devoted to the education of eye and intellect, and the week was divided into days when task-work jobs were got through, and others when his sole occupation was sketching in museums and reading in a public library. French was one of the things he studied. He had a notion that he would succeed better in Paris than elsewhere. But there was no other way of reaching it, unless by tramping along from village to village and town to town. When he failed to procure work, he got country innkeepers to lodge and board him in return for portraits he engaged to do of them and their families. From an early age he utilised his pencil in a similar way. There is a tailor at Arad whose house is decorated with pictures done by Munkacsy in return for suits of clothes.

Munich did not please the young Hungarian genius. He disliked its pseudo-Greek architecture. Nor did the Royal collection of pictures awaken his enthusiasm. The quaint old German towns were more congenial to his taste. At Dusseldorf he came to understand that the best school for an artist is not in museums, but in the streets, market place, and fields. He learned that it was best to trust to his own inspiration, and to paint things just as they impressed him. "Condemned to Death" was painted at Dusseldorf. It was sent to Paris, and without difficulty admitted to the Salon of 1869. It was done from recollections of a scene witnessed in infancy. The Princess Metternich, who is very impulsive, and fond of her Hungarian compatriots, blew the trumpet for the young exhibitor. The public were fascinated by the strong expression given, without tragical attitudes or contortions, to speechless, unutterable woe. The apparent decency of the convict suggested a doubt as to his guilt, and rendered his position harrowing to the spectator. Munkacsy had been familiar from his cradle with that undemonstrative tragedy which haunts the poor quarters of towns and cities. For some years after he won a name, he only depicted the sufferings of the class in which he was born.

Munkacsy had been eleven years a regular artist when he obtained a Medal of Honour at the Universal Exhibition of 1878 for "Milton's Daughters" and "The Conscripts." "Christ before Pilate" is his masterpiece. The painter *est entré dans la peau* of the different characters whom he represents. By an effort of the imagination he thought and felt as they each might have done at the State trial that took place more than eighteen hundred years ago at Jerusalem. The faces well answer to the supposed moral and mental conditions of the divers actors before the high Court of Justice in which Pontius Pilate sat. Munkacsy entirely evolved this painting out of his own consciousness. It is a work of pure reason, imagination, and technical skill. The apparent ease comes from a great amount of thought and that felicity which Lord Bacon speaks of. Munkacsy could feel his head growing grey when he was engaged in the composition of this painting. As a rule, things done with labour are good—things done from inspiration are super-excellent.

Munkacsy resides in a house built by himself. It is vast, solid, rich, and of, in many respects, fanciful exterior. The Hungarian eye likes showy magnificence. Twisted columns of ebonised wood, of the Italian sixteenth century style, are brought into the architecture. Their outlines are defined with gilding. The pipes that carry rain from the roof end in open-mouthed and fantastic animals, painted and enamelled. Fire-places are made to consume whole trees. They bear a resemblance to those in the great hall of Pierrefonds Castle. Elsewhere there is the flush of brilliant, but harmonious colour. One sees it in the windows—painted, no doubt by Oudinot; in the Magyar flags; in the Japanese and Chinese vases, tapestries, bright embroidered cushions, chairs, tablecloths, and in the door curtains and Persian carpets. Some of the *portières* are composed of showy vestments made for Italian priests in the time of the De' Medici. The embroideries on these sacerdotal garments were cut out from them and re-applied on new stuffs. Although his studio in the Avenue de Villiers is seventeen yards long, it is too small for Munkacsy. He has turned it into a *salon*, and works in the Rue de La Rochefoucauld. At the end there is a gallery for musicians. A *fête* in this noble apartment reminds one of Veronese's "Marriage of Cana," in the Louvre.—*Truth.*

SAVAGE v. ANTHROPOLOGIST.

When the "Special Extra Meeting of the Anthropological Institute" was held at the Piccadilly Hall last week, the Botocudos must have been intensely amused. It must not be imagined that the interviewing in this matter is all on the side of the European. Mr. H. M. Stanley has recorded how, in his South African wanderings, he was persistently humiliated by the consciousness that while he thought he was discovering the savages, the savages would insist upon discovering him. When he visited one of their encampments, they surrounded him as an unusually tame specimen of a peculiar pale-coloured variety of human being. They took off his clothes to look at his skin, and noted with satisfaction that he would eat the ordinary viands of life. Thus it frequently happened that Stanley departed from one of their "towns" with the sorrowful knowledge that the anthropologically-minded Africans had picked up more information about him than he had about them. The same fate befell the Man among the Monkeys. They regarded him as a large and hitherto unknown species of monkey, which "resembled an onion" in so far that it had several skins which peeled off easily. In both these cases, however, the European was one among many, whereas at the Piccadilly Hall the odds are all the other way. Nevertheless, the four Botocudos there evidently considered themselves numerous enough to form a scientific quorum for the discussion between themselves of any more than usually peculiar anthropological curiosity in a tall hat that may chance to enter the hall, with the idea that he is the sight-seer and the Botocudo the sight—and not a very inspiring one at that. But when the special extra meeting of the Anthropological Institute appeared on the scene, the Botocudos must have been really thankful for the treat provided them. When some Fijian savages, under the guidance of a missionary, for the first time visited an English man-of-war, they could hardly express their gratitude sufficiently. "We beheld the men in great numbers, and very industrious at their work," they said, and "we respected them greatly. We beheld the chiefs of the ship, and reverenced them greatly. We young men of the generation were born in blessed times to see such a ship as this. Our fathers saw no such sight." So doubtless the anthropologists and the Botocudos last week equally congratulated themselves upon their good luck. Never before had the anthropologists seen four Botocudos together, one of them with a large piece of wood struck in her lip; and never before had four Botocudos seen so uniformly venerable an assortment of white men, the majority with oval pieces of glass fixed by wires in front of their eyes, and some of them quite bald. Their fathers saw no such sight.

Nor is it quite certain that, in a cursory comparison the Botocudos would not be able to credit themselves with the superiority. It is true that the old lady of their party has distended her lower lip to the size of a tobacco-pouch, but she has not pinched in her waist to a 6½-inch diameter, nor does her husband wear a shiny black funnel, with a brim to it, upon his head. The daughter, too, has obviously no need of stays; and the son's splay feet have been allowed to tread in Nature's free and easy lines; so that between the swarthy youth inside Piccadilly Hall and the gilded youths upon Piccadilly pavement outside, if an active cockroach were the umpire, there can be little doubt which would be pronounced the most effective "masher." The manners and customs of the white men, too, are worth noticing. When two of them meet a third, one of the two steps forward, says a few words to each of the others, and then they take off their tall hats and wave them gently towards each other's feet; and then they put them on again. After that they catch hold of each other's hands and shake them strongly, grinning all the time as if they were happy. Among the transactions of the Anthropological Institute of Botocudo-land, it will, no doubt, be recorded that the English are in many ways—according to the report of the Botocudo deputation that explored London in 1883—a peculiar race of men, and that the variety known as "anthropologists" are especially remarkable for their age, their fondness for palavers, and their inquisitiveness.

There is no need to go back to Greek times to prove that the term "barbarian" is after all more or less a geographical expression. The North American Indians have, or perhaps had, a theory that the Red Man was the perfection of humanity. The Great Spirit made clay figures originally, and baked them to make men; but the first batch were left in the oven too long, and came out negroes, as black as cinders. This failure made the Great Spirit too cautious, for his second attempt resulted in those underdone specimens of humanity known as white men. Finally, the wisdom of experience enabled him to judge the exact moment for putting out the fire, and the result was the red man. Then the Great Spirit broke up his oven, and rested satisfied. Nor even does the curly-headed cinder of Africa understand the racial superiority claimed by Europeans, for in Fiji, a few years ago, dwelt a gentleman of African blood, whose boast was that he was "the first white man," who had crossed some Fijian mountains. In some things many savages have a right to account themselves considerably superior to Europeans. In their exuberant law-suits, the native Africans display a forensic iniquity which is rarely equalled in our libel cases. There used, also, to be a completeness in the result of these law-suits at Sierra Leone which the judges in the Belt case might like to introduce here. As soon as the sentence had been given, the Christian traders used to purchase "the plaintiff, or defendant, or both, together with all the witnesses," carry them off to coffee plantations, and come back in time for the verdict in the next case. Then, again, in the matter of personal decoration, it is doubtful whether our wasp-waisted, tip-toed beauties, in their painfully tight or ridiculously inflated garments, can compare in the matter of artistic disfigurement with the Motu girls of New Zealand, who cover themselves with tattoo marks "resembling a close-fitting suit of delicate lace," or those other savage belles who "pad" their hair with wisps of straw to make it "stick out behind."

Then we are proud of having discovered the theory of evolution, and yet with the inhabitants of Samoa it has always been a matter of nursery knowledge that in the beginning a little earth was placed upon a barren rock, that out of the earth grew a plant, that from the plant sprung a worm, and that "the animal form developed from the worm all higher forms until man was reached." In the matter of civil etiquette, which is supposed to be the final polish of civilisation, we have never nearly approached to the level of Polynesian society where a chief's dog must be spoken to by a different name from a common man's dog. In Samoa the single English word "Come!" has four equivalents to be used in addressing common, respectable, chief, or royal persons respectively. We are fond of remarking, as a proof of national superiority, that "an Englishman's house is his castle," but the aboriginal natives of Sierra Leone used to carry the idea of the sanctity of a threshold so far that though their doors were only hole hidden with a rag, no friend or relation, not even the husband, ever thought of entering uninvited. Nor is it only in our virtues that savages are sometimes ahead of us. The most hideous and abstruse vices, founded upon a distinct acceptation of Malthusian doctrines, accompanied with surgical operations of the most delicate character, are common among the savage tribes of the Pacific; and in the island of Malicolo the bodily rite which is essential to the religion of the Jews is universally practised. In one thing no savage ever was, or ever will be, a match for civilised traders, however, and that is the science and practice of extortion. For a burnt hut the American Government once claimed from King Cacobau of Fiji exactly 5,001 dollars 38 cents, and costs—which brought it up to £45,000. The accurate statement of claim in the first place, and clever manipulation of costs in the second, must leave that transaction as a specimen of national finance hopelessly beyond the power of any savage community in the world to imitate as yet. But they are very quick at learning whatever they are taught; and Lieut. Reade, in his "New Zealand," describes the South Sea islanders generally as "gentlemanly dogs in their way, who detect with half a glance such trifles as dirty hands or linen" on their visitors. With less than half a glance, too, they can distinguish an American trader from an American missionary; and now the Botocudos will doubtless be able to recognise an anthropologist at sight. Civilisation progresses.—*Globe.*

A NEW INDUSTRY.—OYSTERS ON TREES.

Poquonoc River is a broad arm of Long Island Sound, penetrating the Connecticut coast a few miles east of New-London, dividing the great level sea meadows for three or four miles inland. Around the head of the river, where a trout stream tumbles over a mill-wheel into the sluggish waters of the estuary are the scattered farm-house's of Poquonoc hamlet. The tide rises the whole length of the river. For years the waters of Poquonoc River have been noted as producing the most delicious oysters known in the world. They outranked the famous "Blue Points," selling readily in New York restaurants at 10 dollars a barrel when the latter might be bought for five dollars. The demand was far in excess of the supply. On account of the thick black mud that plastered the bed of the river, and which is fatal to oyster-culture, only a small margin of the bottom, a rocky strip far in shore, could be utilized by the oyster-growers. Annually the oysters that had attached themselves to the rocks and other obstructions over this district were knocked off and sold at tempting prices, but there were not enough of them. It was not until three or four years ago (says the *New York Times*) that a speculative and inventive Yankee devised a plan for extending the oyster cultivation upon the mud bottoms. He went into his woods and cut down a forest of tough, wiry white birches, dragged them to the bank, bore them in his boat upon the river, and dumped them overboard, taking care that they should be left at proper intervals on the bottom. He had an idea that the oyster spawn would come sailing along in the season, catch hold of the birch boughs, and grow into a fabulous fortune for him. The idea was a good one, but not perfected. He allowed the birch to lie a suitable time and then pulled them up. Every bough and twig was thick with half-grown bivalves, but the weight of the growing shells had dragged the bush down into the fatal mud, and the oysters had perished by the million. Enlightened by his failure he made another trial. He planted the birches upright on the bottom, setting them at an angle with the current. The submerged trees were from 15ft. to 20ft. in length, and the butts, which were 3in. or 4in. in diameter, were thrust 3ft. or 4ft. into the mud. Their tops just pricked through the waves at low tide. In the breeding season, that followed the planting of the birch trees, millions billions, of spat came floating down the current of Poquonoc River to the submarine forest. It was just what they wanted, a ready-made home. They drifted as thick as snow flakes to the bending boughs and pliant twigs. Singly they were so small as to be almost invisible, but their legions speckled the trees with brownish patches. The new-comers multiplied on the speckles already attached, until there were dozens in a bunch. It requires two years for an oyster spawn or spat to reach maturity. From a mere speck it will grow in a month or six weeks to the size of a quarter of a dollar. In two years an acre of brush will produce 1,000 bushels of full-grown oysters. The trees bowed under their load of growing shells, but the elastic wood kept the fruit clear of the mud. At the end of a few months it was seen that the oyster orchards promised an astonishing harvest. All the oyster men along the river were anxious to try their hand at the new style of oyster farming. Under the law of the State the mud bottom on each side of the 100-foot channel was staked and set off in plats to a dozen or more applicants to be planted with oyster trees. Soon both sides of Poquonoc River, from its head for a long way towards the sea, was bristling with sunken birches waving and ebbing and flowing welcome to the drifting spat. In consequence of an epidemic of scarlet fever and diphtheria which broke out in the village and neighbourhood, it was ordered that the brush should be taken up out of the river, as it was believed the epidemic was caused by the decayed wood. This was done, and the trees were found to be covered with oysters in all stages of growth. Every bough and twig was bent with the load. They were thrown in a rattling heap on the shore, where they were frozen and died by the cart loads. It was found that most of the crop of the year 1879 were fit for market, and many of the year 1880 were in like condition. The oysters on trees planted latest, though only a few weeks old, were as large as silver quarter dollars. Many were found no larger than a shad scale. This led to a law suit by the owners of the oyster trees against the local authority, which is still in progress.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 6TH AUG., 1883.

COTTON GOODS.

American Drills, 30 yards, per piece	$3.05 to 3.10
American Drills, 15lbs., per piece	$3.00 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$38.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$73.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$2.60 to 2.85
Dyed Brocades Shirtings, per piece	$2.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 3.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.05 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T.-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
Grey T.-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
Grey T.-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
Grey T.-Cloths, 24yds 36in 8lbs. VV p. pc.	$3.80 to 2.35
Grey T.-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.25 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.22
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$3.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.85
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$3.65 to 6.70
Long Ells, MM Assorted per piece	$3.65 to 6.70
Long Ells, HH Scarlet, per piece	$3.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 18.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$0.25 to 6.35
Lead, WB, per picul	$5.00 to 5.10
Lead, LB, per picul	$4.90 to 4.95
Lead, Hole Chop, per picul	$4.85 to 5.90
Quicksilver, English, per picul	$50.00 to 56.20
Quicksilver, American, per picul	$56.10 to 56.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.00 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.50 to 4.95

PRODUCE.

Almonds, per picul	$23.00 to 23.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$70.00 to 79.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$17.50 to 18.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.60 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$18.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.60
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.5 to 2.9.5
Dates, Red, per picul	Tls. 2.2.5 to 2.3.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 235
Ginseng, American, 2nd quality, p. picul.	$160 to 310
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$35.00 to 42.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 610 to 625
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.83
Pearl Barley, per picul	$3.50 to 7.80
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Patchouk, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.90
Rice, Siam, No. 2, per picul	$1.83 to 1.88
Rice, Siam, milled No. 1, per picul	$1.82 to 1.88
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.65 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.15 to 4.85
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$13.50 to 13.90
Rattans, Straits, per picul	$5.30 to 5.5
Rattans, Banjar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.30 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.85
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.06
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul	$6.75 to 7.90
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.18
Wood Oil, per picul	Tls. 6.3.0 to 6.8.5
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Activ	Aug. 5	Revebock	Dan. str	263	C. M. S. N. Co.	
Albay	Aug. 5	Goddard	Brit. str	836	Douglas, Lapraik & Co	Taiwanfoo
Arabia	July 23	W. G. Pearne	Brit. str	2787	O. & O. S. S. Co	S. Francisco
Batangas	July 4	John Ovieta	Span. str	116	Order	
Canton	July 25	J. C. Jaques	Brit. str	1095	Russell & Co	
Chinkiang	July 29	S. M. Orr	Brit. str	799	Siemssen & Co	
Churruca	July 23	Hermanhes	Span. str	407	Remedios & Co	
Crusader	July 28	Erwin	Brit. str	647	Soey Shing	
Emuy	June 30	Remontaria	Span. str	212	Remedios & Co	
Fame	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Fei-lung	July 30	Allison	Brit. str	752	Gibb, Livingston & Co	Melbourne
Fokien	Aug. 4	Abbott	Brit. str	509	Douglas Lapraik & Co	Tamsui
Geelong	Aug. 1	P. W. Case	Brit. str	1139	P. & O. S. N. Co	Bombay
Glenorchy	Aug. 6	Gedye	Brit. str	1775	Jardine, Matheson & Co	
Golconda	Aug. 5	Martina	Fr. str	3011	Adamson, Bell & Co	Shanghai
Hainan	Aug. 5	W. Willis	Brit. str	290	Afong	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. T. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Ingo	July 10	Jesselsen	Ger. str	672	Wieler & Co	
Iphigenia	July 29	F. Ahrens	Ger. str	1059	Soey Shing	Saigon
Japan	Aug. 5	Gardner	Brit. str	1883	D. Sassoon, Sons & Co	
Kiukiang	—	Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Kiangchow	—	S. W. Goggin	Brit. str	283	H. C. & M. Steamboat Co	Canton
Kwangtung	July 29	M. Young	Brit. str	674	Douglas Lapraik & Co	East Coast
Lee Yung	June 19	Cunn	Ann. str	150	Chinese	
Lennox	Aug. 4	Scott	Brit. str	1328	Jardine, Matheson & Co	
Menzaleh	Aug. 4	B. Blanc	Fr. str	1276	Messageries Maritimes	Yokohama
Nam-vian	Aug. 6	Gareeau	Fr. str	433	Shing Loong	
Peking	Aug. 1	Henermann	Brit. str	954	Siemssen & Co	Shanghai
Ping-on	Aug. 4	McCaslin	Brit. str	574	Russell & Co	Pakhoi
Powan	—	—	Brit. str	1343	H. C. & M. Steamboat Co	Canton
Ruri Maru	April 21	Rose	Brit. str	89	Order	
Saltee	July 28	Biard	Fr. str	323	Shing Loong	
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
Suez	July 20	G. Amsley	Brit. str	1390	Russell & Co	
Taiwan	July 30	H. Vosteen	Ger. str	47	Butterfield & Swire	Melbourne
T'kachiho Maru	Aug. 1	Nye	Jap. str	1407	M. B. M. S. S. Co	Nagasaki
Venice	July 25	Drake	Brit. str	1276	Russell & Co	Melbourne
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Adolph Obrig	May 29	H. Staples	Amr. bk	1448	Russell & Co	S. Francisco
A. F. Holkricht	Aug. 1	Petersen	Ger. bk	540	Order	
Anton Gunther	Aug. 6	Steinbrugge	Ger. bk	441	Melchers & Co	
Bothwell Castle	July 31	Romney	Brit. bk	592	Chinese	
Carl Ritter	Aug. 6	C. Mahe	Ger. bk	595	Siemssen & Co	
Chandernagor	June 19	G. Sathge	Ger. bk	683	Chinese	
Channel Queen	May 18	Lelacheur	Brit. bk	609	Eduard Schellhass & Co	
Chocorua	June 30	J. A. Looke	Amr. sh	1163	Captain	
Ellen	July 15	C. Hodge	Brit. bk	499	Arnhold, Karberg & Co	Victoria
Elwell	June 30	Barston	Amr. sh	1461	Order	
Friedrich	June 30	Ulderup	Ger. bk	576	Arnhold, Karberg & Co	Honolulu
Goodell	July 18	Hagan	Amr. bk	843	Russell & Co	
Grandee	July 15	Jacobs	Amr. sh	1254	Order	
Guam	June 10	Marus	Brit. sch	290	Borsep Co., Limited	
Inca	July 24	J. G. Gefken	Ger. bk	730	Pustau & Co	
Loong-Wha	July 28	G. Graham	Ger. sch	374	Eduard Schellhass & Co	
Livingstone	July 9	H. Steffens	Ger. bk	531	Siemssen & Co	
Louisa	Jan. 2	Schierlach	Ger. sch	245	Captain	
Lucky	July 29	Sequeira	Siam. bk	414	Chinese	
McLaurin	May 17	J. H. Little	Amr. sh	1330	Russell & Co	S. Francisco
Nardoo	Aug. 4	Morrison	Brit. bk	379	Chinese	
Occident	July 13	C. Reuter	Ger. bk	254	Wieler & Co	
Orient	July 26	W. G. Roder	Ger. bk	461	Ed. Schellhass & Co	
P. S. Rurimann	April 21	Rose	Brit. sch	89	Order	
Ramier	June 28	Savary	Fr. bg	230	Carlowitz & Co	
Spartan	July 26	Vincent	Am. sch	85	W. H. Ray	
Tek-li	July 12	Buckholdt	Brit. bk	390	Chinese	
Twilight	June 8	Warland	Amr. sh	1263	Adamson, Bell & Co	
Undine	July 1	F. Kruse	Ger. bk	988	Melchers & Co	
Wm. Hales	July 1	Geo. F. Elliot	Amr. bk	834	Captain	
Wm. Manson	July 15	H. Kindred	Brit. bk	366	Chinese	
Wrecker	July 16	Holmes	Am. lorch	55	Blackhead & Co	
Zouave	Aug. 3	R. C. Soper	Amr. sh	1202	P. & O. S. N. Co	

MACAO.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	Canton
Yot-sai	—	Lefavour	Brit. str	115	H. C. & M. Steamboat Co	Canton

WHAMPOA.

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
H. Bremer	July 24	Whanes	Ger. sch	343	Captain	
Printemps	July 15	F. Gaillard	Fren. bk	357	Carlowitz & Co	

CANTON.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Hwai-yuen	Aug. 5	Wilson	Chi. str	984	C. M. S. N. Co	
Kung-pai	July 31	Buchanan	Chi. str	602	C. M. S. N. Co	
Yottung	—	—	Brit. str	286	Chinese	
Alva	May 11	E. de Souza	Port. bk	632	Chinese	
Carl	May 24	Hansen	Siam. bk	535	Captain	

AMOY.

IN PORT ON 1ST AUGUST, 1883.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Androklos	July 20	D. Murray	Brit. bk	400	Boyd & Co	
Anna Bertha	July 29	H. Krause	Ger. bk	468	Pasedag & Co	
Auguste	July 27	P. Thomsen	Brit. sch	210	Boyd & Co	
Benedicta	July 23	C. Darum	Ger. sch	240	H. A. Petersen & Co	
Caroline	July 22	N. Michelsen	Ger. sch	273	H. A. Petersen & Co	
Gilead	July 23	C. Holter	Nor. bk	433	Pasedag & Co	
Glenmary	July 29	D. Thomson	Brit. sch	283	Pasedag & Co	
Helene	May 1	Kossow	Ger. bk	250	Boyd & Co	
Hilda Maria	Aug. 1	Tennis	Ger. bk	276	Pasedag & Co	
Johann Carl	July 26	E. Plorer	Ger. sch	141	Pasedag & Co	
Meridian	July 7	A. L. Kruse	Siam. bk	290	Pasedag & Co	
Rachel	July 26	R. Affleck	Brit. bk	282	Boyd & Co	
Sibirien	July 22	Johanhson	Ger. bk	387	H. A. Petersen & Co	
Therese	July 26	Lorenzen	Ger. bk	893	H. A. Petersen & Co	
Willie	July 19	Olin	Brit. sch	275	Boyd & Co	

FOOCHOW.

IN PORT ON 28TH JULY, 1883.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
May	July 23	Grant	Brit. sch	237	Bathgate & Co	
Charley	July 27	Danielsen	Brit. bk	359	Chinese	
Minna	July 15	Lass	Brit. bk	437	Chinese	

SHANGHAI.

IN PORT ON 1ST AUGUST, 1883.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Antwerp	June 28	Smith	Brit. sh	1030	Turnbull, Howie & Co	
Chihaya Maru	July 29	Yamamoto	Jap. bk	441	M. B. Kwaisha	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
Dartmouth	May 5	Flinton	Brit. bk	916	Melchers & Co	London
Elliotts	April 22	Neill	Brit. bg	285	Jardine, Matheson & Co	
Fleet Wing	July 17	Yernall	Brit. bk	793	Adamson, Bell & Co	
Foochow	July 21	Peterson	Siam. bg	300	Master	
Hugo & Otto	July 21	Koedt	Nor. bk	370	Lewis and Hopkins	
John Potts	July 19	Cargill	Brit. bk	303	Morris & Co	
Kolga	Oct. 28	Loma Bang	Ger. bk	540	Russell & Co	
M. Selchan	July 28	Gerstenberg	Dan. bk	447	E. Gipperich	
Obed Baxter	June 25	Baxter	Amr. bk	877	Turnbull, Howie & Co	
Paul Jones	July 21	Gerish	Amr. sh	1205	C. & J. Trading Co	
Polynesian	June 27	Jones	Brit. sh	—	Master	
Queen of India	June 22	Inckey	Brit. bk	389	W. Hewett & Co	
Sea Swallow	July 20	Way	Brit. bk	332	G. & Burchardi	
Solidor	July 30	Schroder	Brit. bk	341	Nils Moller	

NAGASAKI.

IN PORT ON 21ST JULY, 1883.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
A'j'shima Maru	July 19	Crighton	Jap. bk	610	M. B. S. S. Co	
Centaur	July 20	Offersen	Ger. bk	—	Holme, Ringer & Co	Shanghai
Galveston	July 20	Stunkel	Ger. bk	—	Holme, Ringer & Co	
Louise	July 15	Lemoine	Fr. sch	300	Holme, Ringer & Co	
Louise	June 24	Lawrence	Am. sch	289	Holme, Ringer & Co	
M. Selchan	July 11	Gerstenberg	Dan. bk	447	Order	Shanghai
Wild Wood	July 20	Sawyer	Amr. bk	1006	C. & J. Trading Co	

YOKOHAMA.

IN PORT ON 28TH JULY, 1883.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Ada	July 23	Hardy	Brit. sch	73	Master	
Alma	Nov. 18	Tibbey	Am. sch	52	J. D. Carroll & Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
Evangeline	July 14	Bell	Brit. bkn	345	Chinese	
H. v. Beaulieu	Nov. 20	Oetting	Ger. bk	333	Grosser & Co	
Otsego	June 13	Ewart	Brit. sch	60	Captain	
Pearl	May 23	Howes	Amr. bk	536	Jardine, Matheson & Co	
R. R. Thomas	June 28	Nichols	Amr. sh	1332	C. & J. Trading Co	
Sooloo	July 16	Baikie	Brit. bk	473	M. B. S. S. Co	
St. David	July 5	Frost	Amr. sh	1535	J. D. Carroll & Co	
Valparaiso	June 13	Meyer	Ger. bk	490	H. Macarthur	

MANILA.

IN PORT ON 9TH JULY, 1883.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Alex. Duthie	June 9		Brit. sh	1159	Smith, Bell & Co	London
Ambassador	May 29		Brit. bk	692	Tillson, Herrmann & Co	N.Y. or B'ton
Austria	May 26		Brit. bk	1106	Macleod & Co	
Batavia	July 2		Amr. bk	681	Findlay, Richard & Co	Boston
Cambridge	June 12		Brit. bk	1135	Smith, Bell & Co	New York
C. of P'delphia	June 2		Amr. sh	1457	W. F. Stevenson & Co	
Continental	June 29		Amr. sh	1712	W. F. Stevenson & Co	New York
Filadelfia	July 1		Aust. bk	830	Macleod & Co	
H. P'tsenbery	July 3		Ger. bk	553	Martin, Dyce & Co	London
M. Magdalena	June 13		Ger. bk	583	Ker & Co	Channel
Importer	June 29		Amr. sh	1270	Smith, Bell & Co	New York
Marianne	June 19		Fren. bk	469	Smith, Bell & Co	Channel
M. Brockelman	July 7		Ger. bk	512	Baer, Senior & Co	Channel

CEBU.

IN PORT ON 9TH JULY, 1883.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Hermann	June 25		Ger. bk	453	Macleod & Co	Liverpool
Sacramento	June 12		Amr. sh	1418	Macleod & Co	United States
Samar	June 11		Amr. sh	1110	Smith, Bell & Co	New York

ILOILO.

IN PORT ON 9TH JULY, 1883.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Amy Turner	June 13		Amr. bk	991	Austen & Co	New York
Ben. F. Hunt	June 20		Amr. bk	1191	Austen & Co	New York
Cimbay	June 4		Brit. sh	1009	Ker & Co	Liverpool
C'brian Queen	May 25		Brit. sh	1330	Austen & Co	S. Francisco
C. P. Dixon	June 20		Amr. bk	723	Ker & Co	New York
Earl Granville	June 1		Brit. sh	1193	Ker & Co	Boston
Pilgrim	June 25		Amr. bk	957	Smith, Bell & Co	Boston
Ringleader	June 26		Amr. bk	1183	Martin, Dyce & Co	United States

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where at.
Albatross	screw sloop	4	840	Com. Hicks	Chefoo
Audacious	double-screw iron frigate	14	4330	Captain R. E. Tracey	Chefoo
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Singapore
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Chefoo
Cockchafer	gunboat	4	470	Commander H. W. Hill	Hongkong
Curacoa	corvette	14	2540	Captain Austruther	Chefoo
Daring	composite sloop	4	920	Com. F. J. J. Elliott	Chefoo
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Commander Gamble	Amoy
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Korea
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Shanghai
Kestrel	double-screw gun-vessel	4	830	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Chefoo
Magpie	surveying vessel	3	600	Com. Hon. F. Vereker	North Borneo
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Pegasus	sloop	6	970	Com. Bickford	Chefoo
Sapphire	corvette	12	2360	Capt. J. R. T. Fullerton	Shanghai
Swift	double-screw gun-vessel	5	1010	Commander Collins	Hongkong
Tweed	double-screw gunboat	3	840	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Chefoo
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Yokohama

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Name.	Flag.	Guns.	H.P.	Captain.	Where at.
Abreck	Russian gunboat	7	800	Captain Sohanz	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	Singapore
Aragon	Spanish frigate	—	—	Captain J. R. Hiquero	Nagasaki
D. of Edinburgh	Russian ironclad	18	900	Captain Giers	Shanghai
Ermak	Russian transport	—	80	Captain Koltchau	Nagasaki
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	8	100	Commander Klausa	Nagasaki
Kersaint	French corvette	—	875	Commander Beaumont	Shanghai
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Hongkong
Leipzig	German corvette	16	—	Captain Herbig	Nagasaki
Latin	French gunboat	4	160	Captain Bouvier	Hongkong
M'ques del Duero	Spanish gunboat	—	—	Capt. Domingo Caravaca	Hongkong
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Nagasaki
Morge	Russian gunboat	7	80	Commander Tatarinoff	Shanghai
Nerpa	Russian gunboat	7	80	Commander Valrondt	Nagasaki
Palos	American gunboat	6	200	Lieut.-Commander Green	Hongkong
Plastouh	Russian corvette	8	—	Captain Poliansky	Saigon
Richmond	American frigate	14	800	Captain Sherrett	Yokohama
Skobeleff	Russian corvette	—	—		Nagasaki
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Petersburg	Russian transport	6	—	Captain Sideneuer	Vladivostock
Stosch	German corvette	19	700	Captain von Buchholtz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Macao
Tongous	Russian gunboat	—	—	Commander Heok	Singapore
Velasco	Spanish cruiser	—	—	Capt. T. M. Warleta	Hongkong
Vestnik	Russian cruiser	—	—	Captain Avelan	Singapore
Villars	French cruiser	15	600	Captain Dewatre	Hongkong
Volta	French corvette	—	—	Captain Fournier	Hongkong
Vostock	Russian gunboat	4	—	Commander Molchonsky	Japan
Wolf	German gunboat	4	340	Commander von Raven	Amoy

CANTON GUNBOAT SQUADRON.

Name.	Flag and Rig.	Guns.	Tons.	H.P.	Commander.	Station.
An-lan	Viceroy's gunboat	7	250	75	—	Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chiän-lai	Revenue cruiser	3	80	17		Hongkong
Chiän-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Ching-taing	Viceroy's gunboat	4	180	60	F. Bessard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-chong-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yia Ting	Canton
Peng-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	Hongkong
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Canton
Sau Hang	Viceroy's gunboat	—	—	—	Yang Yung Lin	Hongkong
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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